U.S. Department of Homeland Security

United States Coast Guard

EIGHTH COAST GUARD DISTICT
SPECIAL NOTICE TO MARINERS
MISSISSIPPI RIVER SYSTEM
00-2005

CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS

A. District Office

1. District Offices Mailing Address:

a. Commander, (desired office symbol)
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396

2. Office Symbol and Extension:

D8

Command Center (cc)	(504)-589-6225
District Commander (d)	(504)-589-6298
Chief of Staff (dcs)	(504)-589-6223
Chief, Operations Division (o)	(504)-589-3671
Chief, Marine Safety Division (m)	(504)-589-3613
Chief, Boating Safety Division (rbs)	(504)-589-6770
Chief, Aids to Navigation Branch (oan)	(504)-589-2944
Chief, Bridge Administration Branch (ob)	(504)-589-2965
Chief, Marine Safety Division (m)	(504)-589-3613
Chief, Marine Response Branch (mer)	(504)-589-3656
Public Affairs Office (dpa)	(504)-589-6287

B. Group Offices/Inland River Vessel Movement Center. Mailing Addresses and Telephone Numbers:

Commanding Officer
Coast Guard Group
Upper Mississippi River
300 Main Street (319) 524-7511
Keokuk, Iowa 52632-5851 Fax 524-7331

Commanding Officer
Coast Guard Group
Lower Mississippi River
#2 Auction Avenue (901) 544-3912 X2122 (CMD Center)
Memphis, Tennessee 38105-1502 Fax 544-3915
Website: http://www.uscg.mil/d8/grplmr/
E-Mail: ntm@grplmr.uscg.mil

Commanding Officer
Coast Guard Group
Ohio Valley
600 Martin Luther King Jr. Place
Room 421 (502) 582-6439
Louisville, Kentucky 40202-2287 Fax 582-6481

Inland Rivers Vessel Movement Center
1222 Spruce St. Rm. 2.102C
St. Louis, MO 63103 (314) 539-3900 X2285
1-866-442-6089 Fax 1-866-442-6107
Website: www.uscg.mil/D8/divs/m/irvmc.htm
E-Mail: IRVMC @cgstl.uscg.mil

The three group offices within the Eighth Coast Guard District control and coordinate the operations of the floating units assigned to their command. These floating units maintain the aids to navigation on the Western Rivers, coordinate search and rescue operations and enforce the maritime laws of the United States. Each floating unit is responsible for approximately 1,000 aids to navigation covering 200 to 400 miles of waterway.

C. Marine Safety Offices and Detachments.

1. MSO ST. LOUIS, MO
1222 Spruce Street, Ste 1.215
St. Louis, MO 63103-2835
(314) 539-3091
Fax 539-2659

MSD QUADCITIES
P. O Box 3220
Rock Island Arsenal
Building 218
Rock Island, IL 61204
(309) 782-0627
Fax 782-0604

MSD ST. PAUL MN
P.O. Box 65428
St. Paul, MN 55165-0428
(612)290-3991
Fax 290-3992

MSD PEORIA
Foot of Washington St.
E. Peoria, IL 61611-2039
(309) 694-7779
Fax 694-4567

2. MSO PADUCAH, KY
225 Tully Street
Paducah, KY 42003-1582
(270) 442-1621
Fax 442-1633

MSD NASHVILLE, TN
220 Great Circle Rd,
Ste. 148
Nashville, TN 37228-1700
(615) 736-5421
Fax 736-7315

3. MSO MEMPHIS, TN
200 Jefferson Ave., Ste 1301
Memphis, TN 38103-2300
(901) 544-3941
(901) 544-3912 X2122 (CMD Center)
Fax 544-3886
Website: http://www.uscg.mil/d8/mso/memphis/

MSD GREENVILLE, MS
1801 Harbor Front Road
Greenville, MS 38701-9586
(601) 332-0964
Fax 332-0965

MST FORT SMITH
PO BOX 10388
Fort Smith, AR 72917
(501) 806-2396

4. MSO PITTSBURGH, PA
Suite 1150, Kossman Bldg.
100 Forbes Avenue
Pittsburgh, PA 15222-1371
(412) 644-5808
Fax 644-3479

5. MSO HUNTINGTON, WV
1415 6th Avenue
Huntington, WV 25701-2420
(304) 529-5524
Fax 529-5051

6. MSO LOUISVILLE, KY
600 Martin Luther King Jr. Pl.
Room 360
Louisville, KY 40202-2230
(502) 582-5194
Fax 582-6825

MSD CINCINNATI, OH
4335 River Road
Cincinnati, OH 45204-1094
(513) 921-9033
Fax 921-1376

Two of the most important missions of the Marine Safety Offices and Detachments is the inspection and licensing of vessels and personnel working on the waters of the United States. Personnel conduct rigid inspections to ensure that all vessels meet the proper safety standards and licensing procedures are some of the most stringent known. In addition they are responsible for the safety of boating events, investigate accidents and pollution reports and perform search and rescue functions.

7. The following MSOs and MSD exercise authority over but are under operational command of Commander, Eighth Coast Guard District, New Orleans, LA.

a. MSO NEW ORLEANS, LA
1615 Poydras Street
7th Floor
New Orleans, LA 70112
(504)589-6273
Fax 589-4216

MSD BATON ROUGE, LA
640 Main Street
Baton Rouge, LA 70801-1999
(225)389-0271
Fax 389-0786

b. MSO MORGAN CITY, LA
800 David Drive, Room 232
Morgan City, LA 70380-1304
(504)380-5300
Fax 385-1687

MSO MOBILE, AL
P.O. Box 2924
Mobile, AL 36652-2924
(334)441-5202
Fax 441-6169

CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

D. Electronic Navigation Stations.

1. U.S. COAST GUARD LORAN STATION DANA, INDIANA
   P. O. Box 530
   Dana, IN 47847-0530 (317)665-3335
   Fax 665-3569

2. U.S. COAST GUARD LORAN STATION BOISE CITY, OKLAHOMA
   1 Texline Road
   Felt, OK 73937-0232 (405)426-2221
   Fax 426-2288

3. U.S. COAST GUARD LORAN STATION GILLETTE, WYOMING
   P.O. Box 97
   Gillette, WY 82717 (307)682-8920
   Fax 686-7135

4. U.S. COAST GUARD OMEGA STATION LA MOURE, NORTH DAKOTA
   7290 99th Avenue NE
   La Moure, ND 58458-9098 (701)883-5227
   Fax 883-5704

The role of the U.S. Coast Guard in electronic navigation has always been an important one, and continues to expand. From the earliest form of LORAN "A" to the newest Satellite Navigation developments, the Coast Guard has been in the vanguard.

E. Aids to Navigation Units and Bases.

1. Group Upper Mississippi Units.

USCGC CHEYENNE (WLR 75405)
C/O U.S. Coast Guard Facility Bldg 17
Foot of Arsenal St
St. Louis, MO 63118
(314) 771-4325

USCGC GASCONADE (WLR 75401)
P.O. Box 12337
Omaha, NE 68112-0337
(402) 451-7681

USCGC SANGAMON (WLR 65506)
Foot of Washington St.
East Peoria, IL 61611-2039
(309) 671-7291

USCGC SCIOTO (WLR 65504)
221 Mississippi Drive
Keokuk, IA 52632-5851
(319) 524-1657

USCGC WYACONDA (WLR 75403)
60 East First Street
Dubuque, IA 52001-7652
(563) 582-1965

2. Group Lower Mississippi River Units.

USCGC GREENBRIER (WLR 75501)
44O L.E. Berry Rd.
Natchez, LA 39120
(601) 446-5104

USCGC PATOKA (WLR 75408)
1797 Harbor Front Road
Greenville, MS 38701-9584
(601) 332-1044

USCGC KANAWHA (WLR 75407)
P.O. Box 7627
Pine Bluff, AR 71611-7627
(501) 536-2604

USCGC KANKAKEE (WLR 75500)
2 Auction Avenue
Memphis, TN 38105-1502
(901) 544-3987

USCGC KICKAPOO (WLR 75406)
P.O. Box 31
Vicksburg, MS 39180-0031
(601) 636-8304

USCGC MUSKINGUM (WLR 75402)
P.O. Box 626
Sallisaw, OK 74955-0626
(918) 775-4471

ANT COLFAX (CG643503)
300 Control House RD
Colfax, LA 71417-4504
(318) 627-2783

3. Group Ohio Valley Units.

USCGC CHIPPEWA (WLR 75404)
700 Coast Guard Road
Buchanan, TN 38222-9801
(731) 682-7181

USCGC CIMARRON (WLR 65502)
700 Coast Guard Road
Buchanan, TN 38222-9801
(731) 642-4176

USCGC OBION (WLR 65503)
3301 E. Fourth St., Hwy 60 E.
Owensboro, KY 42303-0277
(270) 685-0650

USCGC OSAGE (WLR 65505)
300 McKnown Lane
Sewickley, PA 15143-2093
(412)741-4306

USCGC OUACHITA (WLR 65501)
Foot of Old Harrison Pike
East Chattanooga, TN 37416-2825
(423) 622-2101

USCGC CHENA (WLR 75409)
503 Hall St
Hickman, KY 42050-1132
(502) 236-2324

4. Group Mobile

USCGC WEDGE (WLR 75307)
1900 Coast Guard Drive
Demopolis, AL 36732
(334) 289-0354

Bases.

U.S. COAST GUARD INDUSTRIAL
Foot of Arsenal
St. Louis, MO 63111-2536
(314) 771-6044

U.S. COAST GUARD INTEGRATED SUPPORT COMMAND
#2 Union Seventy Suite 101
5550 Bircher Blvd
St. Louis, MO 63120-2231
(314) 539-3900

U.S. Coast Guard Base St. Louis (ISC) provides logistical support for the units within the District. Items such as buoys, chain, and hardware are stored there and shipped to each unit as the need arises. Base St. Louis (INDUSTRIAL) was abandoned after the 1993 flood and only a small contingent of personnel are stationed there.

CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

F. Coast Guard Unit & Corps of Engineers area of OPS.

River & Mile	Group Office	River Tender	Marine Safety Office/MSD	Corps of Engineers
Allegheny				
000.0 - 072.0	OHV	Osage	Pittsburgh	Pittsburgh
Arkansas Waterway				
010.3 - 71.2	LMR	Kanawha	Memphis	Little Rock
071.2 - 308.5	LMR	Muskingum	Memphis	Little Rock
308.5 – 444.8	LMR	Muskingum	Memphis	Tulsa
Atchafalaya				
000.0 - 040.6	LMR	Greenbrier	New Orleans	New Orleans
Big Sandy				
000.0 - 007.9	OHV	Osage	Huntington	Huntington
Clinch				
000.0 - 061.5	OHV	Ouachita	Nashville	Nashville
Cumberland				
000.0 - 030.6	OHV	Cimarron	Paducah	Nashville
030.6 - 106.9	OHV	Cimarron	Paducah	Nashville
106.9 - 309.2	OHV	Cimarron	Nashville	Nashville
309.2 - 381.0	OHV	Cimarron	Louisville	Nashville
Green				
000.0 - 099.0	OHV	Obion	Louisville	Louisville
103.0 - 149.0	OHV	Louisville	Louisville	
Hiwassee				
000.0 - 020.4	OHV	Ouachita	Nashville	Nashville
Illinois Waterway				
000.0 - 065.0	UMR	Sangamon	St. Louis	St. Louis
065.0 - 080.0	UMR	Sangamon	Davenport	St. Louis
080.0 - 187.3	UMR	Sangamon	Davenport	Rock Island
187.3 - 291.1	UMR	Sangamon	Chicago	Rock Island
Kanawha				
000.0 – 088.2	OHV	Osage	Huntington	Huntington
Kaskaskia				
000.0 - 028.5	UMR	Cheyenne	St. Louis	St. Louis
Kentucky				
000.0 - 254.0	OHV	Louisville	Louisville	
Lake Texoma				
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CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

McKeller Lake				
000.0 – 007.2	LMR	Kankakee	Memphis	Memphis
Minnesota				
000.0 – 021.8	UMR	Wyaconda	St. Paul	St. Paul
Lower Mississippi				
155.0 - 363.0	LMR	Greenbrier	New Orleans	New Orleans
363.0 - 480.0	LMR	Kickapoo	New Orleans	Vicksburg
480.0 - 507.0	LMR	Patoka	New Orleans	Vicksburg
507.0 - 598.0	LMR	Patoka	Memphis	Vicksburg
598.0 - 683.0	LMR	Kanawha	Memphis	Memphis
683.0 - 813.6	LMR	Kankakee	Memphis	Memphis
813.6 - 953.8	OHV	Chena	Paducah	Memphis
Upper Mississippi				
000.0 - 055.3	UMR	Chippewa	Paducah	St. Louis
055.3 – 110.0	UMR	Chippewa	Paducah	St. Louis
109.9 – 200.8	UMR	Cheyenne	St. Louis	St. Louis
200.8 - 281.0	UMR	Scioto	St. Louis	St. Louis
281.0 - 522.5	UMR	Scioto	Davenport	Rock Island
522.5 - 614.0	UMR	Wyaconda	Davenport	Rock Island
614.0 - 615.0	UMR	Wyaconda	Davenport	St. Paul
615.0 - 857.6	UMR	Wyaconda	St. Paul	St. Paul
Missouri				
000.0 – 226.3	UMR	Cheyenne	St. Louis	Kansas City
226.3 - 489.8	UMR	Gasconade	St. Louis	Kansas City
489.8 - 498.5	UMR	Gasconade	Davenport	Kansas City
498.5 - 732.3	UMR	Gasconade	Davenport	Omaha
Monongahela				
000.0 - 128.7	OHV	Osage	Pittsburgh	Pittsburgh
Ohio				
000.0 - 121.6	OHV	Osage	Pittsburgh	Pittsburgh
121.6 - 127.2	OHV	Osage	Huntington	Pittsburgh
127.2 - 341.0	OHV	Osage	Huntington	Huntington
341.0 - 374.6	OHV	Obion	Huntington	Huntington
374.6 - 438.0	OHV	Obion	Cincinnati	Huntington
438.0 - 531.5	OHV	Obion	Cincinnati	Louisville
531.5 - 846.0	OHV	Obion	Louisville	Louisville
846.0 - 867.2	OHV	Obion	Louisville	Louisville
867.2 - 919.0	OHV	Obion	Paducah	Louisville
919.0 - 981.0	OHV	Chippewa	Paducah	Louisville
Ouachita-Black Waterway				
000.0 - 337.1	LMR	ANT Colfax	New Orleans	Vicksburg

CHAPTER 1. EIGHTH COAST GUARD DISTRICT UNITS (Cont)

River & Mile	Group Office	River Tender	Marine Safety Office/MSD	Corps of Engineers
Red River Waterway				
000.0 - 43.5	LMR	Greenbrier	New Orleans	New Orleans
43.5 - 227.0	LMR	ANT Colfax	New Orleans	New Orleans
St. Croix				
000.0 – 24.5	UMR	Wyaconda	St. Paul	St. Paul
Sans Bois Creek				
000.0 – 11.0	LMR	Muskingum	Memphis	Tulsa
Tennessee				
000.0 - 002.3	OHV	Cimarron	Paducah	Louisville
002.3 - 066.0	OHV	Cimarron	Paducah	Nashville
066.0 - 074.0	OHV	Cimarron	Paducah	Nashville
074.0 - 206.7	OHV	Cimarron	Nashville	Nashville
206.7 - 652.1	OHV	Ouachita	Nashville	Nashville
Tennessee-Tombigbee Waterway				
217.0 - 412.0	OHV	Wedge	Mobile	Mobile
412.0 - 451.3	OHV	Ouachita	Nashville	Nashville
Verdigris				
000.0 - 050.3	LMR	Muskingum	Memphis	Tulsa
White				
000.0 - 010.3	LMR	Kanawha	Memphis	Little Rock

CHAPTER 2. AIDS TO NAVIGATION ON THE MISSISSIPPI RIVER SYSTEM

A. Caution to be used in reliance upon Aids to Navigation.

1. The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

2. With respect to buoys, the buoy symbol is used to indicate the approximate mile marker of the buoy body and the sinker, which secures the buoy to the river bottom. The approximate mile marker is used because of practical limitations in maintaining buoys and their sinkers in precise geographical locations due to changing river conditions. Other limitations include, but are not limited to, prevailing atmospheric conditions, the slope of and the material making up the river bottom, the fact that buoys are moored to sinkers by varying length of wire rope and chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance but are normally checked during periodic maintenance visits and during changes in river stages. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature.

3. The mariner is also cautioned that buoys may be missing or off station as the result of ice, running ice or other natural causes, collisions, or other accidents.

4. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction that the buoy marks.

B. Reporting Aid to Navigation discrepancies.

1. The Western Rivers Aids to Navigation System consists of as many as 13,458 federal and 1,045 private lighted and unlighted buoys and beacons. To provide the mariner with the best possible information relating to the status of the system, we need your help. When missing or non-working aids to navigation are reported to the nearest Coast Guard unit, a Broadcast Notice to Mariners is initiated. These broadcasts notify all mariners of discrepancies, thereby assisting the mariner and possibly averting a marine casualty.

2. If a vessel collides with an aid to navigation, it is the duty of the person in charge of the vessel to report that fact to the Coast Guard in accordance with 33 CFR 70.05-20. Any Coast Guard unit will accept this notification.

3. We must all work together to advise others of discrepancies. The Aids to Navigation System should provide accurate navigation information. Rapid response to correct the problem is only possible if timely information is received.

C. Marking private structures on the river system.

1. Owners of structures located in navigable waters, which are hazards to navigation must mark them. This is done with lights and other signals prescribed by the Coast Guard.

2. After a Corps of Engineers permit for construction of a waterfront structure is obtained, an application is then made to the Coast Guard for a determination of light or other signal requirements. If marking is required, the Coast Guard will assist the owner in completing the proper documentation.

3. Coast Guard marking requirements for the Mississippi River System are prescribed by Commander, Eighth Coast Guard District. General information on the requirements is contained in the following paragraphs.

4. Structures located on waterways used by general navigation, which present a hazard to vessels during darkness must be lighted. Lights are normally required at both upstream and downstream extremities. In the case of smaller structures, a single light may be required at the center or the upstream extremity. Long structures may require additional lights between the two extremity lights. Lights are to be displayed on the most riverward portion of the structure. They must be at such height as not to be obscured by moored vessels.

5. As of 31 December 1994 only red or green lights will be used if the lights have lateral significance. Red lights shall be used to mark structures on the left descending bank and have a double flash characteristic. Green lights shall be used to mark structures on the right descending bank and show a single flash characteristic. Lights must be visible against background lighting. They should be visible at a distance of at least one mile under normal conditions.

6. Persons planning to build structures in navigable waters should consult with the Coast Guard during structure design. This will ensure marking requirements are incorporated into original designs rather than added later.

D. Reporting of sunken wrecks to the Coast Guard.

1. Owners, masters, or persons in charge of wrecked vessels must notify the nearest Coast Guard Marine Safety Office and the nearest Corps of Engineers District Office or Lock & Dam as soon as possible. In addition, they must advise what action is being taken to establish proper markings. The following information is required:

a. Name and description of wreck.

b. Name, address, and phone number of owner.

c. Accurate location of wreck (river mile and bank).

d. Depth of water over wreck.

e. Location and type of marking established, including the color and shape of daymark or buoy, color and characteristic of light.

f. Cargo of wreck (if applicable).

2. Owners of sunken obstructions other than vessels must make reports in the same manner as prescribed for sunken vessels. They must promptly report the location and the type of markings established. A complete description of the color and shape of any buoy or daymark is required. The characteristics of any lights established must also be given.

E. Legal requirement for marking sunken vessels.

1. The following is an excerpt from Title 33 CFR, Part 64, Marking of Structures, Sunken Vessels and Other Obstructions (7-1-91 Edition):

a. “The owner of a vessel, raft or other craft wrecked and sunk in a navigable channel shall mark it immediately with a buoy or daymark during the day and with a light at night. The owner of a sunken vessel raft or other obstruction that otherwise constitutes a hazard to navigation shall mark it in accordance with this subchapter."

b. “The District Commander may mark for the protection of maritime navigation any structure, sunken vessel or other obstruction that is not suitably marked by the owner. Markings established by the Coast Guard do not relieve the owner's duty or responsibility to mark the sunken vessel or other obstruction, or to remove it as required by law.”

c. “Costs for marking of a sunken vessel or other obstruction shall be charged to the owner and shall continue until:

(1) The vessel or other obstruction is removed;

(2) The right of the owner to abandon is legally established and has been exercised; or

(3) The District Commander directs otherwise.”

2. All markings of sunken vessels and other obstructions must be reported to and approved by the District Commander. The color, numbering, shape and light characteristics of aids marking wrecks and other obstructions must conform to the lateral system of aids to navigation and the International Association of Lighthouse Authorities (IALA) System in use in the geographical area.

3. If a wreck may be safely passed on one side only, it shall be marked by a solid red or green buoy. If a wreck may be safely passed on either side it may be marked by a red or green horizontally banded buoy and corresponding daymark, the color of the uppermost band denoting the preferred side.

4. The light color must be red on solid red buoys, green on solid green buoys or either red or green, depending on the color of the uppermost band, on horizontally banded buoys.

5. The light rhythm must be quick flashing on solid color buoys. The rhythm must be composite group flashing on horizontally banded buoys.

6. The letters WR must be used.

7. Wreck markings must be located near the wreck and on the channel side of the wreck. More than one aid may be required if necessary to minimize possible confusion as to the actual location of the wreck. The net effect of the wreck markings must be such that a vessel may pass the markings with safety.

8. In addition to the use of buoys, lights and daymarks may be exhibited from an exposed portion of a wreck.

9. Costs for Coast Guard marking of a sunken vessel or other obstruction are charged to the owner and continue until:

a. The vessel or other obstruction is removed;

b. The right of the owner to abandon is legally established and has been exercised; or

c. The District Commander directs otherwise.

F. Towboat incident reporting procedures.

1. Comments aired by towboat operators at a regional aids to navigation conference hosted by the Coast Guard identified the need to shorten reporting requirements for groundings and accidents immediately after an incident. Initial reporting consists of six essential items:

a. Identity of vessel

b. Location

c. Nature of incident

(1) Personnel injuries
(2) Damage to lock/dam/bridge/aid to navigation
(3) Red flag barges
(4) Bridge Allision
(5) Aground
(6) Adrift

d. General cargo description

e. Possible pollution

f. Channel blockage

2. Further info is still required, but can be obtained at a more convenient time.

G. Red River Waterway Navigation Project.

1. The Red River Waterway Navigation Improvement Project was authorized by the Rivers and Harbors Act of August 13, 1968, the project has been completed by the U.S. Army Corps of Engineers, Vicksburg District. A 9 x 200-Foot channel has been established from Lower Old River, at the Mississippi River to Ferrells Bridge Reservoir near Daingerfield, TX. Five locks and dams, numerous cut-offs, and bank stabilization and realignments have been completed from Lower Old River to near Index, Arkansas. The point of origin, Mile 0.0, is established at the mouth of the Lower Old River at Mile 304.0 Above Head of Passes on the Lower Mississippi River, and is measured downstream on the Lower Old River, and upstream on the Red River. A revised navigation chart (2002) has been published by the U.S. Army Corps of Engineers.

2. The following Locks and Dams are now operational:

Lock and Dam	2002 Mileage
Lower Old River Lock and Dam	01.0
1	44.0
2	74.4
3	116.5
4	168.5

5	200.0

3. Shore and floating aids to navigation have been established on the waterway to Union Pacific Railroad Bridge at Mile 227.0 in Shreveport LA. The Red River Waterway Aids to Navigation System is included in the Light List, Volume V, and should be corrected as changes occur using the Eighth Coast Guard District Local Notice to Mariners. Broadcast Notices to Mariners for the Red River Waterway will be broadcast by Coast Guard Group Lower Mississippi River, Memphis, Tennessee.

CHAPTER 3. MARINE INFORMATION

A. General.

1. Coast Guard personnel in the Eighth Coast Guard District are continuously alert for circumstances, which affect safe and efficient passage of river traffic. The Aids to Navigation office in New Orleans receives reports from mariners and government agencies and distributes information to mariners through various marine information channels.

2. There are four basic marine information publications printed by either the Coast Guard or the Army Corps of Engineers which should be on all vessels:

a. Corps of Engineers Navigation Charts
b. Navigation Rules, International-Inland
c. Light List, Vol. V, Mississippi River System
d. Corps of Engineers Regulations (Bluebook) 33 CFR 207

3. There are four primary means of passing marine information in the Eighth Coast Guard District to supplement the above publications:

a. Broadcast Notice to Mariners
b. Local Notice to Mariners
c. Channel Reports
d. Directly From Lockmaster

4. Report all defects in Aids to Navigation and all other conditions, which adversely affect navigation to the nearest Coast Guard Unit via VHF-FM or Telephone.

B. Navigation Charts.

1. The Corps of Engineers publishes navigation charts for navigable rivers in the Mississippi River System. The booklet published for each river contains a series of charts showing channel lines, shoals, and obstructions. Bridge locations, aerial crossings, river gauges, dikes, cities, locks and dams, and major marine facilities are also shown. The approximate location of many aids to navigation are indicated on some charts. Vessel pilots are encouraged to have on board copies of the current edition of the appropriate navigation charts. These charts may be purchased from the U.S. Army Corps of Engineers at the addresses listed.

C. Rules of the Road.

1. "Navigational Rules, International - Inland" contains the Inland Navigation Rules Act of 1980. The public can obtain copies from the Government Printing Office by calling (202) 512-1800 or E-Mail: http://bookstore.gpo.gov Stock Number 050-012-00407-2.

2. A copy of the navigation rules is required to be in the pilothouse of all vessels. Copies of the rules may be available from various license training and upgrading schools.

D. Light List.

1. Lighted and unlighted shore aids to navigation are described in Vol. V of the Light List. In this publication, aids are listed consecutively for each river in the system.

2. Changes made in aids to navigation are addressed in Broadcast and the Local Notices to Mariners. These should be used to correct the current Light List.

3. The Light List, Vol. V, is available for purchase by mail from the Government Printing Office by calling (202) 512-1800, or E-Mail: http://bookstore.gpo.gov Stock Number 050-012-00445-5.

4. An online corrected version of the Light List is available at http://www.navcen.uscg.gov/pubs/LightLists/V5COMPLETE.pdf

E. Broadcast Notice to Mariners.

1. The Coast Guard transmits urgent and safety messages and scheduled Marine Information Broadcasts (MIB) as required.

a. Urgent Messages. The urgency signal shall precede an urgent message broadcast. Urgent messages concern the safety of a ship, aircraft or other vehicle, or the safety of a person. The urgency signal shall not be used to broadcast weather. The following format is used for the preliminary urgent broadcast on VHF-FM Channel 16:

PAN-PAN (3 times) (Pronounced Pahn-Pahn) HELLO ALL STATIONS THIS IS (voice call sign twice) (brief identifying data) LISTEN CHANNEL 22A OUT

b. Safety Messages. The safety signal shall precede a safety message broadcast. Safety messages contain important navigational or meteorological warnings. Safety broadcasts shall be made only when the information is so important to the safety of navigation that a delay in its dissemination would create a hazard to shipping. Each safety message will normally consist of only one subject. The following format is used for the preliminary broadcast on VHF-FM Channel 16:

SECURITE (3 times) (Pronounced Say-cur-i-tay) HELLO ALL STATIONS THIS IS (voice call sign twice) COAST GUARD MARINE INFORMATION BROADCAST LISTEN CHANNEL 22A OUT

c. Scheduled Broadcasts. Scheduled MIBs may include Notice to Mariners (NTM), hydrographic information, storm warnings, advisories and other important marine information. Safety and urgent messages which remain in effect at the next scheduled broadcast shall be repeated. The following format is used for the preliminary scheduled broadcast on VHF-FM Channel 16:

HELLO ALL STATIONS (3 times) THIS IS (voice call sign twice) COAST GUARD MARINE INFORMATION BROADCAST LISTEN CHANNEL 22A OUT

2. Broadcast Notices to Mariners are issued throughout the day and night. Times of scheduled marine information broadcasts and daily river stage broadcasts are shown on the following page.

CHAPTER 3. MARINE INFORMATION (Cont).

F. Coast Guard Broadcast Facilities.

1. Broadcast times are CST. Non-scheduled broadcasts are often made to supplement scheduled broadcasts. Preliminary announcements of broadcasts are made on channel 16 (156.8 MHZ). The broadcasts are then given on channel 22A (157.1 MHZ).

FACILITY	CONSOLIDATED BROADCAST TIMES	RIVERSTAGE TIMES & SCHEDULED BROADCAST
Group UMR Keokuk, IA	2:00 a.m., 7:00 a.m.	2:00 p.m., 8:00 p.m.
Group OHV Louisville, KY	5:00 a.m. 5:00 p.m.	11:00 a.m. 10:00 p.m. (schedule broadcast only)
Group LMR Memphis, TN	1:00 a.m., 8:00 a.m.	1:00 p.m., 7:00 p.m.

G. The VHF-FM Maritime Mobile Communications System.

1. The Coast Guard VHF-FM Maritime Mobile Communications System is the primary means of marine safety communications on the rivers. This system has 52 high-level remote sites operated from three controlling points.

2. Each site has a 50-watt transceiver capable of sending and receiving on VHF-FM Channels 6 (156.3 MHZ), 12 (156.6 MHZ), 14 (156.7 MHZ), 16 (156.8 MHZ), 21 (157.05 MHZ) and 22A (157.10 MHZ). The Coast Guard units controlling the sites are at:

a. Keokuk, IA: Covers Upper Mississippi, Illinois, and Missouri Rivers.

b. Memphis, TN: Covers Lower Mississippi (south of Cairo) Arkansas and Red Rivers.

c. Louisville, KY: Covers Ohio, Kanawha, Monongahela, Allegheny, Tennessee and Cumberland Rivers

3. Generally, to communicate with the Coast Guard, VHF-FM Channel 16 is used for calling and emergencies, and VHF- FM Channel 22A for non-emergencies. If VHF-FM Channel 22A is not available, VHF-FM Channels 12 or 14 may be used.

a. Some things to remember are: G. The VHF-FM Maritime Mobile Communications System.

3. a. (1) Channel 16 is a calling and distress channel. Communications on Channel 16 should be kept short, limited to calling, unless there is an emergency.

(2) Channel 22A is for non-emergency communications with the Coast Guard. It is also used by the Coast Guard to make Broadcast Notices to Mariners.

4. All federal locks and dams monitor Channel 16 (156.8 MHZ), and most locks also use Channels 12 & 13 or 14 & 13 alternately from L/D to L/D.

5. The Eighth Coast Guard District telecommunications staff is aware of interference to VHF-FM communications caused by paging companies, but we are not aware of the scope or severity of the problem.

We would appreciate being informed of interference when it affects your communications. Please be sure to note the location, VHF-FM channels affected, the offending source/transmitter (if known), a qualitative estimate of the severity, and a means for us to contact you.

We will refer your input to the local Federal Communications Commission Office for investigation, as well as our Headquarters staff for action at the National level.

H. Global Positioning Systen (GPS)

1. GPS is a navigation system which provides precise, worldwide, three-dimensional navigation capabilities. The system was designed for military application, however it is also available to merchant, recreational and fishing vessels using a variety of commercial receivers.

2. GPS uses a network of 23 satellites when the system is fully operational. The satellites are placed in one of six precise orbital planes, which complete a circular 10,900 mile orbit of the earth once every 12 hours. Ideally, four satellites will be visible from any position on the earth and will provide positions with a horizontal accuracy within 100 meters (328.1 ft).

I. Differential Global Positioning System (DGPS)

1. The Coast Guard's maritime Differential Global Positioning Service achieved Full Operational Capability (FOC) on 15 March 1999 as announced in the DOT press release. The maritime DGPS service provides 10 meter (2 dRMS) navigation accuracy, integrity alarms for GPS and DGPS out-of-tolerance conditions within 10 seconds of detection, availability of 99.7% per month, coastal coverage to the continental United States, the Great Lakes, Puerto Rico/US Virgin Islands, and selected portions of Alaska and Hawaii.

2. NAVCEN operates the Coast Guard Maritime Differential GPS (DGPS) Service and the developing Nationwide DGPS Service, consisting of two control centers and over 60 remote broadcast sites. The Service broadcasts correction signals on marine radiobeacon frequencies to improve the accuracy of and integrity to GPS-derived positions. The Coast Guard DGPS Service provides 10-meter accuracy in all established coverage areas.
Typically, the positional error of a DGPS position is 1 to 3 meters, Greatly enhancing harbor entrance and approach navigation. The System provides service for coastal coverage of the continental U.S., the Great Lakes, Puerto Rico, portions of Alaska and Hawaii, and a greater part of the Mississippi River Basin. Many foreign nations are implementing standard DGPS services modeled after the U.S. Coast Guard's system to significantly enhance maritime safety in their critical waterways.

3. Mariners can obtain information regarding this system by writing to: Commanding Officer, Navigational Service Center, 7323 Telegraph Road, Alexandria, VA, 22310-3998. Voice: 703-313-5900; or via the Web at http://www.navcen.uscg.gov/ADO/DgpsSelectStatus.asp

J. Local Notice to Mariners.

1. Local Notices to Mariners are published monthly (or more often, if required). A weekly update is also published showing only changes to the monthly printing. They consolidate Broadcast Notices to Mariners, and other items essential to navigation safety

2. The Eighth District Local Notice to Mariners (LNM) is available at the following Website:
http://www.navcen.uscg.gov/lnm/d8mrs

CHAPTER 3. MARINE INFORMATION (Cont).

L. Obtaining Marine Information Publications.

Marine Information and Publications	Write to:
1. Local Notice to Mariners	Only available via InterNet at http://www.navcen.uscg.gov/lnm/d8mrs
2. Light List, Mississippi River System, Vol V, COMDTINST M16502.5, Stock # 050-012-00445-5	Superintendent of Documents U. S. Govt. Printing Office Washington, D.C. 20402-0001 Phone: (202) 512-1800 Fax: (202) 512-2250
3. Navigational Rules, International-Inland, Stock # 050-012-00407-2	Superintendent of Documents U.S. Govt. Printing Office Washington, D.C. 20402-0001
4. Navigation and Vessel Inspector Circulars Stock # 850-001-00000-6	Superintendent of Documents U.S. Govt. Printing Office Washington, D.C. 20402-0001
5. Navigation Charts for Upper Mississippi River (JNEHA)	Jefferson Memorial Expansion 11 North 4th Street St. Louis, MO 63102 Phone: (800) 537-7962
6. Navigation Charts for Lower Mississippi River Navigation Charts for Ouachita and Black Rivers Navigation Charts for Red & Atchafalaya Rivers	District Engineer U.S. Army Engineer District (LMR) Vicksburg (Map Sales) 2101 N. Frontage Road Vicksburg, MS 39180-5191 (OU) Phone: (601) 631-5042 (BL) (RD) (AT)
7. Navigation Charts for Illinois Waterway	Commander U.S. Army Engineer District Rock Island,(CENCR-IM-RM)(MapSales) P.O. Box 2004 Rock Island, IL 61204-2004 Phone: (309) 794-5338 ext. 6338

CHAPTER 3. MARINE INFORMATION (Cont).

8. Navigation Charts for the White River (Batesville, AR to the Mississippi River)

District Engineer
U.S. Army Engineer District
Memphis (Map Sales)
Clifford Davis
Federal Bldg., B-202
167 N. Mid-America Mall
Memphis, TN 38103-1894
Phone: (901) 544-3351

9. Navigation Charts for Missouri River, in two volumes (Sioux City, IA to Kansas City, MO) (Kansas City, MO to mouth)

U.S. Army Corps of Engineers
Omaha District, CEMRO-OP-MR
9901 John J. Pershing Dr
Omaha, NE 68112
Phone: (402) 453-0202
221-3744

Navigation Charts for

Jefferson Memorial Expansion
District Engineer
U.S. Army Engineer District
Kansas City (Map Sales)
700 Federal Office Bldg
601 E. 12th St.
Kansas City, MO 64106-2896
Phone: (816) 426-5244

10. Navigation Charts for the Tennessee and Cumberland Rivers

District Engineer
U.S. Army Engineer District (TN)
Nashville (Map Sales)
P.O. Box 1070
Nashville, TN 37202-1070 (CUM)
Phone: (615) 736-5641

11. Navigation Charts for the Tennessee-Tombigbee Waterway

District Engineer
U.S. Army Engineer District
Mobile (Map Sales)
P.O. Box 2288
Mobile, AL 36628-2288
Phone: (334) 441-5631

12. Navigation Charts for Arkansas-Verdigris River Little Rock,

District Engineer (MapSales)
U.S. Army Engineer District
P. O. Box 867
Little Rock, AR 72203-0867
Phone: (501) 324-5738

13. Navigation Charts for Ohio River, Pittsburgh (mile 0) to New Martinsville, WV (mile 127.2)

District Engineer(Map Sales)
U.S. Army Engineer District
Pittsburgh (Ohio)
Federal Building River)
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

Navigation Charts for Allegheny & Monongahela	Phone: (412) 644-6924	(AL) (MN)

14. Navigation Charts for Ohio River, New Martinsville, WV (mile 127.2) to Foster, KY (mile 438.0)

District Engineer
U.S. Army Engineer District
Huntington (Map Sales)
Federal Building
502 Eighth Street
Huntington, WV 25701-2070

Navigation Charts for Kanawha River — Phone: (304) 529-5293 (KA)

15. Navigation Charts for Ohio River, Foster, KY (mile 438.0) to Cairo, IL (mile 981.0)

District Engineer
U.S. Army Engineer District
Louisville, 600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40201-0059
Phone: (502) 582-5739

Green River

Kentucky River

16. Notice to Navigation Interests: Corps of Engineer Districts issue a "Notice to Navigation Interests" with information about channel widths, depths, and location of shoals. Additional information covers snags, wrecks and other obstructions to navigation as occasions require. Interested parties may have their name placed on a mailing list to receive free copies. Requests should be made to the appropriate District Engineer.

M. Coast Guard Regional Examination Centers.

1. Eighth District Regional Examination Centers (REC) are located in St. Louis, Memphis, and New Orleans. Examinations are now graded on the spot and renewals can generally be done by mail. These simplified procedures make it possible to walk out with a new license or document in a matter of hours.

2. Each REC gives the same advice; call and clarify what information you as the applicant will need to bring, and, if possible, mail it to the REC in advance. Missing paperwork can stretch a two-hour visit into days of delay and expense. Walk-in applicants are accommodated on a first come/first served basis.

3. Most license renewals can be made by mail. For renewal by mail call either the St. Louis REC (314) 539-2657, the Memphis REC (901) 544-3297 or the New Orleans REC (504) 240-7300. They will send all the necessary forms and instructions to any address requested. Basically, a renewal application form, a physical exam report, proof of a drug test and an employer letter of service are all that is necessary. Persons holding a First Class Pilot Endorsement must submit additional paperwork as specified by the REC. If a mail renewal is planned, the word of advice is: "Plan ahead, and renew early." There are fees for evaluating applications, administering exams and issuing licenses. Fees vary according to the license. Fees are for originals, renewals and grade raises.

4. A license can be renewed up to one year before its expiration. A minimum of two to three weeks should be allowed for a mail transaction. Failure to submit all the required documents can stretch mail renewals to a month or longer. The renewed license will be mailed to any address requested.

CHAPTER 3. MARINE INFORMATION (Cont).

5. Some of the highlights concerning mail renewal procedures include the following:

a. The applicant may retain the license. A photocopy mailed to the exam center will suffice for proof of holding such license.
b. The oath of office taken for the original license issuance is not required to be repeated for renewals. It remains in effect unless renounced by the applicant.
c. The thumbprint is not required on the renewed license.
d. Merchant Mariner documents (tankerman, AB, Oiler) are also required to be renewed every five years. Requirements are similar to those for licenses.

6. Traveling Examination Teams (TET) administer exams for original licenses, documents and raises of grade and will visit any area to give exams provided there is an adequate number of candidates scheduled on a particular day. Again, for additional information, call the closest Regional Examination Center. They will provide assistance in scheduling a visit by a Traveling Examination Team. The company or organization requesting the visit must agree in writing to reimburse the Coast Guard for the cost of the trip. Costs will include transportation, meals and lodging.

CHAPTER 4. BRIDGE ADMINISTRATION

A. St. Louis Harbor Bridges.

1. The St. Louis Harbor extends generally from the downstream end of the Chain of Rocks Canal (Mile 184.0 UMR) to Arsenal Island (Mile 175.0 UMR). Within this harbor there are six bridges. Traveling downstream from Chain of Rocks Canal these bridges are:

a. Merchants Railroad Bridge, Mile 183.2 UMR.
b. McKinley Bridge, Mile 182.5 UMR.
c. M.L. King Jr. Bridge, Mile 180.2 UMR.
d. Eads Bridge, Mile 180.0 UMR.
e. Poplar Street Bridge, Mile 179.2 UMR.
f. MacArthur Bridge, Mile 179.0 UMR.

2. All six bridges except McKinley and Poplar Street Bridges have two lighted navigable spans. McKinley Bridge has only one lighted span that is along the Illinois bank (Left Descending). The lighted span of the Poplar Street Bridge is the center span. The lighting on the bridges indicate downbound towboats leaving the Chain of Rocks Canal should use the Illinois (Left Descending) spans of the Merchants and McKinley Bridges then use the center or main navigation spans for the other four bridges. The decision regarding which span to use rests with the captain/pilot of each tow based on local river conditions, tow characteristics and personal experience. The following section provides information on the navigation spans of the bridges.

a. Merchants Railroad Bridge, Mile 183.2

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span is along the Illinois bank which is the Left Descending Bank (LDB). This is the preferred channel span for downbound tows leaving the Chain of Rocks Canal.

(3) The Auxiliary navigation span is in the center of the river. This span is not intended to be used by downbound tows leaving the Chain of Rocks Canal because of the danger of hitting the dike that extends downstream from Cabaret Island.

(4) Main Channel Span Lighting (Illinois bank):

(a) GREEN LIGHTS: A range of two green lights, located in center of navigation span, is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM and DOWNSTREAM sides.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: None.

(5) Auxiliary Channel Span Lighting (Center span):

(a) GREEN LIGHTS: A range of two green lights, located in the center of the navigation span, is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: None.

b. McKinley Bridge, Mile 182.5

(1) Number of lighted navigation spans: 1.

(2) The Main navigation span is along the Illinois bank (LDB).

(3) Main Channel Span Lighting:

(a) GREEN LIGHTS: A range of two green lights is located in the center of the navigation span and is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: There are four river piers. All have red lights on the upstream and downstream sides. Channel piers are the two piers closest to the Illinois bank (LDB).

(d) REFLECTORS and DAYBOARDS: Red reflectors are located near the top of the channel piers on the channelward side.

c. M.L. King Jr. Bridge, Mile 180.2

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span extends from approximately mid-river to the Missouri bank which is the Right Descending Bank (RDB).

(3) The Auxiliary navigation span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting:

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge. The upstream green light is located farther right than the downstream green light. When looking downstream, the lights generally align with the Eads Leading Light, Mile 179.3, LDB, .1 mile upstream of the Poplar Street Bridge, showing a direction group flashing 2 Yellow, 6 second light. The purpose of the Eads Leading Light is to indicate the set through the M.L. King and Eads Bridges for the downbound mariner.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM side only.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides. A single red light is on the UPSTREAM side of the bridge and is aligned with the RDB Main channel pier of Eads Bridge (Mile 180.0 UMR).

(d) REFLECTORS and DAYBOARDS: None.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) GREEN LIGHTS: A range of two green lights, located in the center of the navigation span, is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The channel piers are marked with red lights.

(d) REFLECTORS and DAYBOARDS: None.

(e) NOTE: The top of the M.L. King Bridge's superstructure is illuminated with white decorative lights. The lights are located along the upstream and downstream sides along the top of the superstructure. These decorative lights along with lights installed on the Eads Bridge are connected to the same remote turn off system. The remote turn off system consists of three photocells; (1) one is located upstream on the Apex Oil Dock (Mulanphy Street Light), mile 180.9, RDB, (2) one is located in the center of a yellow target on the Upstream side of the left descending main channel pier of the M.L. King Bridge, and (3) one photocell is located on both sides of the right descending main channel pier of the Eads Bridge. Focusing a searchlight on any of the photocells will turn off the decorative lights on the M.L. King Bridge and the Eads Bridge for 12 minutes. The decorative lights will not be turned on when the ST LOUIS GAGE reads 20 feet or more. If the photocells fail to trigger the remote turn off system, mariners may contact the Lockmaster at Lock 27 and request the lights be extinguished using a backup system.

d. Eads Bridge, Mile 180.0

(1) Number of lighted navigation spans: 2.

(2) The Main navigation span is in the center of the river.

(3) The Auxiliary navigation span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting (Center):

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged in a vertical line directly above the green mid-channel lights on the UPSTREAM and DOWNSTREAM sides.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: Red triangular dayboards are installed on the upstream and downstream sides of the bridge. The dayboards mark the edges of the 300 feet center of the Main navigation span. The vertical clearance at the dayboards is 73.86 feet above zero on the ST LOUIS GAUGE. Green square dayboards mark the center of the Main navigation span and are located on the upstream and downstream sides. The vertical clearance at the center of the span is 88.6 feet above zero on the ST LOUIS GAUGE.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) GREEN LIGHTS: A range of two green lights is located in the center of the navigation span and is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The channel piers are marked with red lights on upstream and downstream sides.

(d) REFLECTORS and DAYBOARDS: None.

(e) NOTE: All spans of the Eads Bridge have decorative lights installed on the superstructure and arches. Lights are located along the upstream and downstream sides along the top of the superstructure. These decorative lights along with lights installed on the M.L. King Jr. Bridge are connected to the same remote turn off system.

e. Poplar Street Bridge, Mile 179.2

(1) Number of lighted navigation spans: 1.

(2) The Main span is in the center of the river.

(3) Auxiliary span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting (Center):

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge.

(b) GREEN VERTICAL LIGHTS: A tier of three flashing green lights are arranged directly over the steady burning green mid-channel lights. These three green lights flash about 45 times per minute and are located on the upstream side only.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: Red retro-reflective panels are located on the upstream side of the two Main channel piers.

(e) SPECIAL MARKINGS: The upstream side of the LDB channel pier is partially painted yellow. A vertical, black and white, clearance gauge is painted on the upstream side also.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) GREEN LIGHTS: None.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The right channel pier has a red light on upstream and downstream sides. The left descending edge of the channel is marked with a red light on the upstream and downstream sides. The lights mark the channelward edge of the Peabody Coal Dock.

(d) REFLECTORS and DAYBOARDS: None.

f. MacArthur Bridge, Mile 179.0

(1) Number of lighted navigation spans: 2.

(2) The Main span is in the center of the river.

(3) Auxiliary span is along the Illinois bank (LDB).

(4) Main Channel Span Lighting (Center):

(a) GREEN LIGHTS: A range of two green lights is visible from both sides of the bridge.

(b) WHITE VERTICAL LIGHTS: Three white lights are arranged directly over the steady burning green mid-channel lights and are located on the upstream and downstream sides.

(c) RED LIGHTS: The channel piers are marked with red lights on the UPSTREAM and DOWNSTREAM sides.

(d) REFLECTORS and DAYBOARDS: None.

(5) Auxiliary Channel Span Lighting (Illinois span):

(a) GREEN LIGHTS: A range of two green lights is located in the center of the Auxiliary span and is visible from both sides. The green lights are located between the margin of channel red light (LDB) and the red lights of the right auxiliary channel pier.

(b) WHITE VERTICAL LIGHTS: None.

(c) RED LIGHTS: The right auxiliary channel pier has a red light on the upstream and downstream sides. The left descending edge of the auxiliary channel is marked by the red margin of channel lights.

(d) REFLECTORS and DAYBOARDS: None.

3. The following paragraphs indicate the location of the Main Navigational Span of the ST LOUIS HARBOR BRIDGES when going downstream:

a. Illinois Span - Merchants RR Bridge, Mile 183.2 UMR.

b. Illinois Span - McKinley Bridge, Mile 182.5 UMR.

c. Mid River - M.L. King Jr. Bridge, Mile 180.2 UMR.

d. Center Span - Eads Bridge, Mile 180.0 UMR.

e. Center Span - Poplar Street Bridge, Mile 179.2 UMR.

f. Center Span - MacArthur Bridge, Mile 179.0 UMR.

4. The Mississippi River makes a gentle bend to the right as it descends through the ST LOUIS HARBOR. Because of this gentle bend, the Main Navigational Spans of the last four bridges do not line up in a straight line. The Auxiliary Spans for these four bridges are located on the Illinois side of the river (LDB).

5. The Eads Leading Light (a Flashing Group 2, Yellow, 6 second Light), Mile 179.3 on the Left Bank can be used by downbound tows to assist them through the M.L. King Jr. and Eads Bridges. However, when transiting the Main Span of the Eads Bridge, the tow will be pointed at the Illinois Span of the Poplar Street Bridge and not the Main Span because the river gently bends to the right. The Main Span of the Poplar Street Bridge is the only lighted span.

B. Drawbridge Operating Regulations.

1. For drawbridges over the Mississippi River and its outlets, including the Atchafalaya River above Grand Lake, the usual sound signal for opening the draw is a prolonged blast (four to six seconds duration) of a whistle or horn, followed by one short blast (one second duration), sounded not more than three seconds after the prolonged blast, repeated at intervals until acknowledged by the drawtender. If the draw can be opened immediately, the acknowledging signal is one prolonged blast followed by one short blast, sounded not more than 30 seconds after the opening signal. If the draw cannot be opened immediately, or if open and must be closed immediately, five short blasts, sounded in rapid succession not more than 30 seconds after the opening signal, are repeated at intervals until acknowledged by a signal which has the same meaning from the vessel. Visual signals may also be used as prescribed in Title 33 CFR 117.15(c).

2. Drawbridges equipped with radiotelephones are listed in this section. Mariners approaching these drawbridges are urged to contact the drawtender to confirm requests for opening or to exchange information.

3. Repairs to drawbridges are necessary for maintenance and sufficient time to make such repairs must be allowed. The Commander, Eighth Coast Guard District, in cooperation with the bridge owner, endeavors to see that repairs are made with the least possible interference with river traffic.

4. In situations where the public interest, health, or safety requires, the District Commander may authorize temporary closure of a drawbridge.

5. Drawtenders are required to take all reasonable measures necessary to have the draw closed for emergency vehicle passage over the bridge.

C. Automatic Railroad Bridges.

1. Arkansas River Navigation System - The bridges listed below are automated and operated from a remote location:

a. Cotton Belt Railroad (Rob Roy), mile 67.4,
normally closed.

b. Missouri-Pacific Railroad (Little Rock), mile 118.2,
normally open.

c. Missouri-Pacific Railroad (Junction), mile 118.7,
normally closed.

d. Missouri-Pacific Railroad (Baring Cross), mile 119.6,
normally closed.

2. The opening signal for the Cotton Belt Railroad Bridge is :

(1) Set radiotelephone to Channel 14
(2) Click transmitter 4 times within a 5 second period
(3) Listen for an "acknowledgement tone" on radiotelephone
(4) Following "acknowledgement tone" remote operator will contact the boat on Ch 14
(5) If there is no "acknowledging tone" and voice response – repeat the procedure.
(6) If there is no contact with tremote operator call toll free (877) 877-3819
(7) After 2 rings there will be an acknowledgement tone on the radio
The remote operator will then be on the telephone

3. Use the following procedures to request opening of the Missouri Pacific Railroad bridges (Baring Cross, Junction, and Little Rock, when closed):

a. Normal Flow Procedures. The operator of any vessel requiring the opening of the draw of these bridges shall establish contact by radiotelephone with the remote drawbridge operator on VHF-FM Channel 13 in North Little Rock, Arkansas. The remote drawbridge operator will advise the vessel operator whether the requested span can be immediately opened, and will maintain constant contact with the vessel operator until the requested span has opened and vessel passage has been completed. If any or all of the drawbridges cannot be opened immediately, the remote drawbridge operator will notify the calling vessel operator and provide an estimated time for individual drawbridge opening.

b. High Velocity Flow Procedures. During periods of high velocity flow, which is defined as a flow rate of 70,000 cubic feet per second or greater at Murray Lock and Dam, mile 125.4, down bound vessels which require that the draws of these bridges be opened for unimpeded passage, shall contact the remote drawbridge operator on VHF-FM Channel 13 either before departing Murray Lock and Dam, or before departing the mooring cells at Mile 121.5 to ensure that the three drawbridges are opened. The remote drawbridge operator shall immediately respond to the vessel's call, ensure that all three drawbridges are open for passage, and ensure that they remain in the open position until the downbound vessel has passed through each drawbridge. If a closed drawbridge cannot be opened immediately for unimpeded traffic, the remote drawbridge operator will immediately notify the downbound vessel and provide an estimated time for drawbridge openings. Up bound vessels shall request openings in accordance with the normal flow procedures as set forth above. The remote drawbridge operator shall keep all approaching vessels informed of the position of the drawbridge spans.

4. Missouri-Pacific Railroad (Benzal) Bridge, mile 7.6, is normally open. The vertical lift span is operated semiautomatically or manually by personnel at the bridge.

a. Ten-Minute Warning Signals (Automatic/Semiautomatic).

(1) The Benzal Bridge is equipped with an audible alarm enunciator (the "Talker"), horns, amber lights, directional display panels, and strobe light warning signals. Amber lights are located at track level on the left descending bank. Two directional display panels, one oriented upstream and the other downstream, are mounted in the window frames of the north motor tower, 70 feet above track level. Each display consists of two chevrons of amber lights. A red strobe light warning signal is installed on top of the north motor tower and is oriented upstream. When the cycle to lower the span is initiated, horns will sound for 30 seconds, the red strobe light and amber lights will begin to flash, and the "Talker" will broadcast over marine channel 15 the first warning message as follows:

"MP White River Benzal Bridge automated
station WHU 684. Ten minutes until bridge
closing to navigation."

(2) The lights will continue flashing and the message will be transmitted every two minutes, stating the time remaining until the bridge closes to navigation: "...eight minutes...," "...six minutes...," etc. At the end of the ten-minute warning cycle, the "Talker" will broadcast a new message:

"MP White River Benzal Bridge automated
station WHU 684, time out, bridge is
closing to navigation."

(3) The lift span will start to lower, the lights will continue to flash, and the above message will be transmitted every two minutes until the bridge is seated down and locked. The horns sound for 30 seconds every 15 minutes while the lift span is down. When the lift span is seated and locked, the "Talker" will then broadcast the following message:

"MP White River Benzal Bridge automated sta-
tion WHU 684. Bridge closed to navigation."

(4) The warning lights will continue to flash, and this message will be repeated every two minutes as long as the bridge is in the down position, or until the bridge is raised to the fully open position. When the lift span is raised to the fully open position, the warning lights and horns are turned off, and the "Talker" broadcasts the following message:

"MP White River Benzal Bridge automated
station WHU 684. Bridge open for navigation,
MP White River Benzal Bridge automated
station WHU 684 out."

b. Electronic Boat Detector. The bridge is equipped with an electronic boat detector system which projects a beam beneath the bridge and between the channel piers. Depending on the mode in which the bridge is being operated at the time (automatic, semiautomatic or manual), the boat detector system is activated or overridden as follows:

(1) Automatic Operation. When the bridge is being lowered automatically by an approaching train, the boat detector system is activated. If the beam is broken by a vessel anytime during the closing cycle before the span is seated and locked, the span will stop its downward motion, reverse and raise to the fully open position until the channel is clear.

(2) Semiautomatic Operation. When the bridge is being operated semiautomatically at the bridge by railroad personnel in sight of approaching river traffic, the boat detector system is overridden by the electrical circuits and bypassed. The bridge is designed to permit semiautomatic operation of the span without the boat detection feature so the span can be lowered when the system is malfunctioning. Railroad personnel operating the span semiautomatically are instructed to make sure that there is no river traffic approaching the bridge before lowering the span.

(3) Manual Operation. When the bridge is operated manually from the control housing on the north pier, the boat detector system is overridden. The lift span will immediately start to lower, the red strobe and amber lights will begin to flash, and the "Talker" will broadcast a closing message. The lights, horns and "Talker" will function as described as long as the lift span is not in the fully raised position. Railroad personnel operating the bridge from the control panel are instructed to make sure river traffic is not approaching the bridge before lowering the span.

5. Burlington Northern Drawbridge (Van Buren), mile 300.8, normally open, is remotely operated by a Burlington Northern dispatcher in Springfield, MO, but can also be operated by railroad personnel at the bridge.

a. Ten-Minute Warning Signal (Remote/Manual Operation).

(1) The Van Buren bridge is equipped with horns and high intensity amber lights which are oriented upstream and downstream from the bridge. These warning signals are located at the machine house in the center of the span. When the cycle to lower the span is initiated, the horns will sound for ten seconds and the amber lights will begin to flash. At the end of a ten-minute period, the lift span will start to lower, the amber lights will continue to flash, and horns blast every fifteen minutes while the span is lowering and while the span is down, seated and locked.

b. Electronic Boat Detector. This bridge is equipped with a photoelectric boat detector system which projects a beam beneath the bridge between the channel piers. Depending on the mode in which the bridge is being operated at the time (manual or remote), the boat detector system is activated or overridden as follows:

(1) Remote Operation. When the bridge is being controlled by the remote operator, the boat detector system is activated. If the beam is broken by a vessel anytime during the closing cycle before the span is seated and locked, the span will stop its downward motion, reverse and raise to the fully open position until the channel is clear.

(2) Manual Operation. When the bridge is being operated manually at the bridge by railroad personnel in sight of approaching river traffic, the boat detector system is overridden by the electrical circuits and is not operational. The bridge was designed to permit manual operation of the span without the boat detection feature so the span can be lowered when the system is malfunctioning. Railroad personnel operating the span manually are instructed to make sure that there is no river traffic approaching the bridge before lowering the span by use of a marine radio and visual check of the river.

c. This bridge is equipped with an unattended radio for use during maintenance periods. When a maintenance crew is working on the lift span, the railroad notifies the Coast Guard and a Notice to Mariners is broadcast. Mariners are advised that a maintenance crew is working at the bridge and the vessel pilot should contact the bridge crew on channel 13 for opening the bridge.

6. Bridges Where Constant Attendance Is Not Required:

a. Beardstown Railroad Bridge, mile 88.8, Illinois Waterway, normally open, remotely operated. Radiotelephone contact should be established with the remote operator to assure that the liftspan remains open until passage has been completed.

b. Missouri River. Advance notice during winter months. From December 16 through the last day of February, at least 24 hours notice must be given to open the drawbridges.

c. EJ+E Railroad Drawbridge, Mile 290.1, Illinois Waterway, normally open, remotely operated. Radiotelephone contact should be established with the remote operator to assure the lift span will remain open until passage has been completed.

6. c. Upper Mississippi River and St. Croix River.

(1) Advance notice is required during winter months. From December 15 to March 1, at least 24 hours notice is required to open drawbridges between Lock and Dam 10 and Lock and Dam 2, and for all drawbridges on the St. Croix River. During the same period, at least 12 hours notice is required to open all drawbridges between Lock and Dam 2 and Lock and Dam 1.

(2) In a Notice to Mariners each fall, the Commander, Eighth Coast Guard District, publishes the name and telephone number of persons to contact to open these bridges.

d. Illinois River Special Supplemental Regulations. Except on Sundays and Holidays, the Joliet Highway Bridges listed below are not required to open between 7:30 a.m. and 8:30 a.m. and between 4:15 p.m. and 5:15 p.m.:

(1) McDonough Street, mile 287.3.
(2) Jefferson Street, mile 287.9.
(3) Cass Street, mile 288.1.
(4) Jackson Street, mile 288.4.
(5) Ruby Street, mile 288.7.

7. Bridges Having Special Operation Regulations. Mariners should refer to Title 33 CFR 117, Subpart B, for special operation regulations to open certain other drawbridges over Mississippi River tributaries. In absence of specific regulations, drawbridges, on receipt of a proper signal, are required to open promptly for the passage of vessels.

CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

D. Drawbridges with Radiotelephones (Source: Appendix A to 33 CFR 117):

Table 4-1. Drawbridges Equipped with Radiotelephones.

RIVER	MILE	CALL SIGN	CHANNEL
ARKANSAS RIVER			
Rob Roy	67.4	KTA 435	14
MoPac (Little Rock)	118.2	KSK 392	13 & 16
MoPac (Junction)	118.7	KSK 392	13 & 16
MoPac (Baring Cross)	119.6	KSK 392	13 & 16
CUMBERLAND RIVER			
Seaboard Systems Railroad	126.5	KF 2204	13 & 16
Nashville & Ashland City RR	185.2	KX 6366	13 & 16
Seaboard Systems Railroad	190.4	KQ 7197	13 & 16
GREEN RIVER			
Seaboard Systems Railroad	8.3	KT 4181	13 & 16
ILLINOIS RIVER			
Hardin Highway	21.6	WZQ 8761	14 & 16
Pearl RR	43.2	KLU 797	14 & 16
Florence Highway	56.0	WZQ 8761	14 & 16
Norfolk & Western Railroad	61.4	KTR 857	14 & 16
Beardstown Railroad	88.8	KLU 801	14 & 16
Chicago & Northwestern RR	151.2	KVF 831	14 & 16
Peoria & Pekin Union RR	160.7	WQX 651	14 & 16
Burlington Northern Railroad	239.4	WRD 810	7,14 & 16
Brandon Road	285.8	WZQ 8761	14 & 16
McDonough Highway	287.3	WZQ 8761	14 & 16

CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

RIVER	MILE	CALL SIGN	CHANNEL
Chicago, Rock Island & Pacific Railroad	287.6	KUF 907	14 & 16
Ruby Street	288.7	WZQ 8761	14 & 16
E. J. & E. Railroad	290.1	WHX 746	13 & 16
MISSOURI RIVER			
Harry S. Truman	359.4	KVY 575	13 & 16
A-S-B Highway & Railroad	365.6	KQU 500	14 & 16
Hannibal Railroad	366.1	KQU 500	14 & 16
Union Pacific	448.2	KTD 403	14 & 16
Illinois Central Gulf RR	618.3	KD 2870	13 & 16
OHIO RIVER			
27th Street, McAlpine Lock (Swing)	606.8	WUE 241	14 & 16
27th Street, McAlpine Lock (Bascule)	606.8	WUE 241	14 & 16
Conrail Railroad Bridge	604.4	KUZ 381	13
ST. CROIX RIVER			
Burlington Railroad	0.2	KJC 782	14 & 16
Prescott Highway	0.3	KD 2829	14 & 7
Hudson Railroad	17.3	KUZ 549	14 & 16
Stillwater Drawbridge	23.4	WXZ 6541	14 & 16
TENNESSEE RIVER			
Seaboard Systems Railroad	100.5	KC 9465	13 & 16
Wilson Lock Access	259.4	WUE 612	13 & 16
Southern Railroad	304.4	KQ 8999	13 & 16
Seaboard Systems Railroad	414.4	KC 9430	13 & 16

CHAPTER 4. BRIDGE ADMINISTRATION (Cont)

RIVER	MILE	CALL SIGN	CHANNEL
UPPER MISSISSIPPI RIVER			
Louisiana Railroad	282.1	KLU 798	14 & 16
Hannibal Railroad	309.9	KUZ 448	14 & 16
Keokuk Railroad & Highway	364.0	KLG 365	14 & 16
Ft. Madison RR & Highway	383.9	KRS 859	13
Burlington Railroad	403.1	KJC 779	7,13,14,16
Crescent Railroad	481.4	WUD 715	14 & 16
Government Drawbridge	482.9	AAF 274	6,14 & 16
Clinton Railroad	518.0	KUF 735	13 & 16
Sabula RR	535.0	KEA 997	13 & 16
Dubuque RR	579.9	KQ 9042	14 & 16
LaCrosse Railroad	699.8	KVY 631	13 & 16
Hastings Railroad	813.7	KTD 538	14 & 16
Beltline Railroad	835.7	KUZ 544	14 & 16
Chicago & Northwestern RR	839.2	KUZ 546	14 & 16
Omaha Railroad	841.4	KUZ 545	14 & 16
WHITE RIVER			
St. Louis & Southwestern RR	98.9	KUF 653	14 & 16
Missouri Pacific Railroad	196.3	KVY 684	13
Missouri Pacific Railroad	254.8	KIZ 553	13 & 16

E. Special Notices.

1. Mile 383.9, UMR, Fort Madison Railroad Drawbridge. To improve safety and minimize delays in opening and passing through the Fort Madison railroad drawbridge, downbound vessels are urged to observe the following "arrival points" when approaching:

a. Arrival Point A: Mile 388.0, Pontoosac Light and Daymark: Towing vessels should signal for opening by contacting bridge.

b. Arrival Point B: Mile 385.5, just above Phoenix Chemical Company Dock on left bank: Towing vessels should not pass this point until drawspan is opened or drawtender gives assurance that it is opening immediately. The drawtender will not close span or delay opening after tow passes this point and has safely passed through the drawspan.

There are four concrete-filled steel sheet pile cells located along the right side of the channel upstream of the bridge. The cells are intended to protect the approach span of the bridge, not to provide a guide system to follow when transiting the right descending span. Using these cells as a guide system may result in the head of the tow striking the bridge.

F. Preferred Navigation Span Lights.

1. Some, not all multi-span fixed bridges have "Preferred" navigation span lights installed. Preferred navigation span lights are three white lights arranged in a row vertically over the green midchannel lights. Their purpose is to indicate which of the several spans having green mid-channel lights is the main or preferred channel.

G. Drawbridge Delays and Drawbridge in Disrepair.

1. All drawbridges in the Eighth District are required to open according to their operating regulations. Most drawbridges are required to open immediately upon receipt of proper signal. Some drawbridges require a certain number of hours advance notice before opening.

2. Drawbridge delays experienced by mariners at bridges on the Mississippi River system upstream from the Louisiana-Arkansas border should be reported to the Coast Guard for correction or processing for possible assessment of a civil penalty. Reports of delays can be made to Coast Guard Group Offices via radio, or submitted in writing to:

Commander (obr)
Eighth Coast Guard District
1222 Spruce Street
St. Louis, MO 63103-2832

3. Reports of drawbridge delays may also be called in to the Bridge Branch at (314)539-3900 extensions 2378 thru 2382 so that corrective action may be taken and the matter reviewed to determine whether or not civil penalty action is warranted.

4. In addition to drawbridge delays, report conditions of disrepair at drawbridges. If the timber protection structures or cells are damaged, they should be reported immediately.

H. Bascule Bridges.

1. Bascule bridges are moveable bridges which open by raising one or two leaves that cross the navigation channel. Mariners should approach and transit all bascule bridges with caution. Because bascule bridges protrude over the navigation channel when in the open position, unlimited vertical clearance may not be available throughout the full width of the navigation span. Vessels with high freeboard should ensure adequate vertical clearance is available.

CHAPTER 5. SPECIAL OPERATING PROCEDURES

Safety Zones, Security Zones, Captain of The Port Orders, and Regulated Navigation Areas.

1. Commander, Eighth Coast Guard District and Captains of the Port (COTP) have the authority under federal law to establish specially controlled areas of operation called safety zones and security zones. In addition, the COTP or District Commander may issue COTP Orders. The District Commander may also establish Regulated Navigation Areas, particularly where there is an ongoing threat to safety or the environment. The purpose of these various measures is to control vessel movement, access, and operation in specified areas in order to increase navigational safety; protect the marine environment; and to protect life, property, and structures in, on, or immediately adjacent to the navigable waters of the United States.

2. SAFETY AND SECURITY ZONES. Safety and security zones are regulatory in nature. They serve to control access to, or activities in, a designated water area, shore area, or combined water/shore area. If time permits, their establishment is published in the Federal Register. In emergencies, or when special circumstances warrant, notification is made by marine information broadcasts, notices to mariners, local news media, and on-scene oral notice. Communication is the most important aspect for the safety and success of these operations. Notification of the existence of a zone, regardless of the means of transmission, always establishes the physical boundaries of the zone, reason for establishment, estimated duration, and information on how to obtain permission to enter the zone, if necessary. Additional information regarding the zone may be obtained from the local COTP or Coast Guard Group Office.

3. CAPTAIN OF THE PORT ORDERS. COTP Orders are directed at individual vessels and are intended to address short-term hazards. The orders are enforced only against persons operating vessels who have actual notice of the contents of the COTP orders. The orders are specific with respect to the actions expected of the person to whom the order is directed. For example, if the District Commander or COTP has reasonable cause to believe that a vessel is not in compliance with a law or regulation, he may order the vessel to cease operating or to operate in a specific manner.

4. REGULATED NAVIGATION AREAS (RNAs). RNAs are established by District Commanders in areas where the control of a number of vessels over an extended period of time is required. They are implemented in areas that require control of vessel operations to preserve the safety of the adjacent waterfront structures, to ensure safe transit of vessels, or to protect the marine environment. Typically, an RNA may be established to provide for safety of navigation when conditions require higher standards of vessel control than those provided for in the navigation rules.

A. Vessel Traffic Service Louisville (VTSL).

1. On the Ohio River at Louisville, downbound tows face a combination of problems. During high river stages, strong currents and unusual patterns are caused by operation of the McAlpine Dam gates. A downbound tow passing Towhead Island is committed until it reaches the Louisville and Portland Canal. If a tow has to stop or back down because the Louisville and Indiana Railroad Bridge cannot be opened, the pilot will have control difficulties. Consequently, the tow could be carried by strong outdraft currents toward the middle of the river and the dam. It is unsafe for more than one tow at a given time to be in the reach of the channel between Towhead Island and the entrance to the Louisville and Portland Canal. This is due to the narrow channel and tricky currents.

2. Due to the existence of these potentially dangerous conditions, the U.S. Coast Guard, Group Ohio Valley, located in Louisville, operates a Vessel Traffic Service (VTS). It assists vessels transiting this area during times of high river stages and strong current conditions. The VTS is placed in operation whenever the river stage at the McAlpine Upper Gage reaches 13.0 feet. The system is activated to insure a smooth and safe flow of traffic through the bridges to the Portland Canal.

CHAPTER 5. SPECIAL OPERATING PROCEDURES (Cont.)

3. The following vessels are required to participate in the VTS:

(a) every power-driven vessel of 40 meters (approximately 131 feet) or more in length.

(b) every towing vessel of 8 meters (approximately 26 feet) or more in length.

(c) every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

(d) every vessel subject to the Vessel Bridge-to-Bridge Radiotelephone Act.

4. The following vessels are required to participate in the Vessel Movement Reporting System (VMRS):

(a) every power-driven vessel of 40 meters (approximately 131 feet) or more in length.

(b) every towing vessel of 8 meters (approximately 26 feet) or more in length.

(c) every vessel certificated to carry 50 or more passengers for hire, when engaged in trade.

NOTE: VMRS users are those vessels that are required to monitor, report and respond to VTS directions in the VTSL area. VTS users are those vessels that are required to monitor and respond to directions from the Vessel Traffic Center (VTC).

5. VMRS Procedures.

a. Initial notification that the VTS has been activated will be issued by a Broadcast Notice to Mariners. The VTS will maintain a continuous listening watch on VHF-FM channel 13 (156.65 MHZ). It will be in direct communication with the McAlpine Lock and the Louisville and Indiana Railroad Bridge (mile 604.4). The VTS uses the call sign "Louisville Traffic." It provides operators with advisory information on river traffic in the Louisville area above McAlpine Lock. It also advises on the status of the Louisville and Indiana Railroad Bridge.

b. All vessel pilots are required to contact "Louisville Traffic" at the following Arrival Points:

(1) DOWNBOUND VESSELS:

(a) Twelve Mile Island, Mile 593.0
(b) Six Mile Island, Mile 598.0
(c) Louisville Water Company Intake, Mile 600.0
(d) Towhead Island, Mile 602.5
(e) Louisville and Indiana Railroad Bridge, Mile 604.4
(f) McAlpine Locks, Mile 606.8

(2) UPBOUND VESSELS:

(a) McAlpine Lock and Dam, Mile 606.8
(b) Louisville and Indiana Railroad Bridge, Mile 604.4
(c) Towhead Island, Mile 602.5
(d) Six Mile Island, Mile 598.0
(e) Twelve Mile Island, Mile 593.0

5. b. (3) VESSELS IN AREA (BUT NOT PASSING THROUGH):

(a) Moorage/Anchorage movement (prior notice).
(b) When moored at destination.
(c) Upbound/Downbound arrival points.

c. For detailed instructions in using VTSL, mariners can obtain a copy of the required VTS Users Manual by contacting:

Commander
Coast Guard Group Ohio Valley
601 W. Broadway, Room 21
Louisville, KY 40202-2243
Phone: 502-582-6439

B. **Inland Rivers Vessel Movement Center (IRVMC).**

1. The Coast Guard has established regulated navigation areas (RNAs) for inland waters of the Eighth Coast Guard District and those portions of the Illinois Waterways System located in the Ninth Coast Guard District. The RNA regulations apply to towing vessel operators and fleeting area managers who are responsible for the movement of barges carrying certain dangerous cargoes (CDC) on the inland rivers and require them to report their position and other information to the IRVMC. Reports can be made via phone call, fax, or e-mail to the following:

Inland Rivers Vessel Movement Center
Watch Center Phone: 1-866-442-6089
Fax :1-866-442-6107
Email: IRVMC @cgstl.uscg.mil

2. CDC's carried in Bulk on the Western Rivers:

Acetone cyanohydrin,
Acetaldehyde,
Allyl alcohol,
Anhydrous Ammonia,
Butadiene,
Butane,
Butylene,
Chlorine,
Chlorosulfonic acid,
Crotonaldehyde,
Dimethylamine,
Ethane,
Ethyl Chloride,
Ethylamine,
Ethylene,
Ethylene chlorohydrin,
Ethylene dibromide,
Ethylene Oxide,
Methylacetylene-propadiene mixture,
Methacrylonitrile,
Methyl Bromide,
Methane (LNG),
Methyl Chloride,
Oleum (fuming sulfuric acid),
Propane (LPG),
Propylene,
Propylene Oxide,
Sulfur Dioxide,
Vinyl Chloride.

Ammonium Nitrate is currently reported voluntarily but will be added to the Inland River RNA CDC list within the next 30-60 days.

3. Operators of towing vessels with barges carrying CDC are required to report the following information:

    (a) 24-hour contact number
    (b) Name of towing vessel, and name and official number of barge or barges carrying CDC
    (c) Type, name and amount of CDC (including barges with residue)
    (d) Estimated time of departure from fleeting area or facility
    (e) Name and location of destination of CDC barges including the estimated time of arrival (ETA)
    (f) Current reporting point and ETA to next reporting point

4. Operators of towing vessels with barges carrying CDC are required to report at the following times:

    (a) Upon entry into the RNA or departure from the RNA
    (b) 4 hours before originating voyage within RNA
    (c) Upon dropping off or picking up additional CDC barges
    (d) At designated reporting points required by RNA, and when ETA to a reporting point varies by 6 hours from previously reported ETA
    (e) If significant changes occur, and when directed by the IRVMC

5. Managers of fleeting areas with barges carrying CDC are required to report the following information:

    (a) 24-hour contact number
    (b) Name and official number of barge or barges carrying CDC
    (c) Type, name and amount of CDC (including barges with residue)
    (d) Location of fleeting area or facility

6. Managers of fleeting areas with barges carrying CDC are required to report at the following times:

    (a) Once daily (all CDC barges in a fleeting area)
    (b) Upon moving one or more CDC barges within a fleeting area by a fleet tow boat
    (c) Any significant deviation from previously reported information
    (d) When directed by IRVMC

7. A list of reporting points and other information is available at the following web site: www.uscg.mil/D8/divs/m/irvmc.htm. For additional information, please contact IRVMC at 1-866-442-6089.

B. Regulated Navigation Area (RNA) Little Rock, Arkansas.

1. On the Arkansas River at Little Rock, a RNA will be activated on the river between mile 118.2 and 125.4 during periods of high velocity flows. If the flow rate reaches 70,000 cubic feet per second or more, transit of the RNA is limited as stated below. Activation of the RNA will be distributed by announcements by Coast Guard Marine Information Broadcasts, publication in Coast Guard Local Notice to Mariners, and telephone or radio contact with the lockmaster at Murray Lock and Dam.

2. Transit of the RNA during periods of high velocity flow may only occur under the following conditions:

a. Downbound tows must be assured the Baring Cross, Junction, and Rock Island railroad bridges are open prior to proceeding into the RNA. This is because there are no tie-off areas above or between these bridges. Also, there is insufficient room for a towboat to turn and head back upstream if a bridge fails to open. Meeting situations between towboats in this area also should be avoided during high flow conditions.
b. No vessel shall anchor, stop, remain or drift without power at any time in the RNA.

3. All vessels shall continually monitor VHF-FM channel 13 on their radiotelephone while in or approaching the RNA. Prior to entering the RNA, downbound vessels shall make a broadcast in the blind on VHF-FM channel 13 announcing their estimated time of departure from Murray Lock and Dam or from the mooring cells at mile 121.5 to ensure there are no upbound vessels within the RNA. If there is upbound traffic, the downbound vessel shall not depart until the upbound vessel has passed through the RNA.
a. When upbound vessels reach mile 116, they shall make a broadcast in the blind on VHF-FM channel 13 announcing their estimated arrival time at the Rock Island Railroad Bridge at mile 118.2.
b. When a downbound vessel is already in the RNA, an upbound vessel shall adjust its speed so as to avoid a meeting situation in the RNA.

4. Bridge Openings.
a. On activation of the RNA, drawtenders at bridge control points will be maintaining an alert communications watch on VHF-FM channel 13. They will accept radiotelephone and/or telephone calls from vessels or lockmasters. They will raise lift spans as required, and furnish information regarding lift span positions.
b. If any lift span cannot be raised when requested, the drawtender will advise the caller and furnish him the estimated time when it can be safely raised.
c. If any lift span malfunctions while being raised or lowered, the drawtender will immediately broadcast this in the blind on VHF-FM channel 13. When proper service has been restored, the drawtender will again advise by broadcast.

5. For additional information, please contact:

Marine Safety Office
Suite 1301
200 Jefferson Avenue
Memphis, TN 38103-2300
Tel: (901) 544-3941

CHAPTER 6. MARINE ENVIRONMENTAL PROTECTION

A. Compliance with Oil Pollution / Hazardous Substance / Refuse Regulations.

1. The discharge or deposit of refuse matter of any kind or description from any type of floating craft or shore-side building, structure, or facility into any navigable waters or tributaries of such waters of the United States is prohibited. Discharging or causing a substantial threat of a discharge of oil or a hazardous substance into or upon the "navigable waters;" on the adjoining shorelines to the navigable waters; into or on the waters of the exclusive economic zone; or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States is also prohibited. Violators are subject to administrative or criminal procedures. Administrative procedures may result in a penalty assessment. Criminal procedures may result in a conviction and a fine, imprisonment or both.

2. Any person in charge of a vessel or facility from which oil or a hazardous substance is discharged is required to report it immediately by rapid means to the U.S. Coast Guard National Response Center (NRC) at (800)424-8802. If this is not practical, report to the Coast Guard or Environmental Protection Agency (EPA) predesignated On Scene Coordinator (OSC) for the geographic area where the discharge occurred. If neither one can be contacted immediately, reports may be made to the nearest Coast Guard unit in the vicinity of the discharge, with notification to the NRC as soon as possible or the regional office of the EPA in the region where the discharge occurred. This report does not take the place of other reports which may be required by other federal, state, or local agencies.

3. Two separate violations may occur for each incident. The first violation is a failure to notify the National Response Center as soon as there is knowledge of any discharge. "Failure to notify" is a criminal offense. The violator is subject to a significant fine, up to five years imprisonment, or both. The act of discharging oil or designated hazardous substances into the navigable waters is the second violation. The owner, operator, or person in charge of the vessel or facility from which a pollutant is discharged in a harmful quantity can be assessed a penalty of up to $25,000 per day with each day constituting a separate violation. For willful discharges, the violator may be penalized not less than $100,000 and not more than $3,000 per barrel of oil or hazardous substance.

4. The owner or operator of a facility or vessel from which a discharge occurs is responsible for the cost of removing the pollutant from the navigable waters or adjoining shoreline. The owner or operator can usually minimize the costs involved by removing, or contracting for the removal of, the pollutant. However, if the owner or operator does not undertake to remove the pollutant, or if the Federal OSC determines that the owner/operator's effort is inadequate, the federal government will initiate clean-up activities and the owner/operator may be liable for up to three times the cost of the cleanup.

5. Pollution prevention regulations, (33 CFR Parts 154, 155, 156), are applicable to oil and hazardous materials transfer facilities and vessels. These regulations govern equipment, oil transfer procedures, personnel qualifications, and record keeping for the purpose of preventing oil discharges. Violators of these regulations are subject to a maximum penalty of $25,000 for each offense. For more information concerning pollution laws and regulations, contact the nearest U.S. Coast Guard Marine Safety Office or Marine Safety Detachment.

6. The Comprehensive Environmental Response, Compensation, and Liabilities Act (CERCLA) of 1980 is designed to provide the necessary funds to clean up spills of hazardous materials in the environment. It is a criminal violation of this law if the person in charge of a vessel or land facility fails to notify the U.S. Coast Guard NRC as soon as there is knowledge of a release of hazardous chemicals into the environment. The violator may be fined, imprisoned, or both. This law requires specific spill actions once a discharge occurs. The spiller must initiate any necessary removal actions. He is responsible for the cost of these removal operations and any damages caused by the discharge. Spillers who fail to commence proper and immediate actions may be liable for up to three times all associated costs for the federal response.

7. In addition to federal laws, each state has legislation for pollution prevention. State or local jurisdiction also covers all or part of the bordering inland river system. The mariner should be advised that compliance with applicable federal laws does not guarantee compliance with state or local laws.

B. Wake Damage.

1. Vessel owners/operators are responsible for damage to property caused by their wake. Wake damage is more likely during periods of high water than during normal operations. A combination of factors should be considered when assessing the possibility of damage caused by your wake, including nearness to the bank, speed and draft. Operating out of the normal navigation channel increases the likelihood of wake damage. Action which may be taken against operators of vessels which cause damage to life or property due to their wake includes civil and criminal penalty proceedings [negligent use of a vessel, 46 U.S.C. 2302(a) 1461], suspension and revocation proceedings against the license of the towboat operator and/or civil litigation between the affected private parties. Also, the practice of running outside the project channel during periods of high water can cause serious damage to the levee system. This may lead to substantial environmental and economic losses for everyone.

CHAPTER 7. MARINE CASUALTY AND HAZARDOUS CONDITION REPORTS

A. Notice of Marine Casualty.

1. The owner, agent, master, or person-in-charge of a vessel involved in a marine casualty must give notice as soon as possible to the nearest Coast Guard Marine Safety Office whenever the casualty results in any of the following:

a. An unintended grounding or unintended strike of a bridge or any intended grounding or intended strike of a bridge that also meets any of the below criteria or creates a hazard to navigation, the environment, or the safety of the vessel;

b. A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;

c. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;

d. A loss of life;

e. An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or

f. An occurrence causing property damage in excess of $25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage.

2. Initial notification may be given by radio, telephone, fax, etc. To standardize this information flow, a Standard Initial Radio (SIR) Report form (enclosure 3) was developed by representatives from the towing industry and the 2nd and 8th Coast Guard Districts. The SIR Report is not a mandatory form, nor is it necessary for the vessel operators to physically fill out the form and submit it to the Coast Guard. Its sole purpose is to have all towing vessel casualties initially reported by radio in a standard, easy to follow format.

3. In addition, the SIR Report does not relieve vessel operators from the responsibility of submitting in writing a Report of Vessel Casualty (CG-2692), supplemented as necessary by CG-2692A (Barge Addendum) or CG-2692B (Report of Required Chemical Drug and Alcohol Testing Following a Serious Marine Incident) within 5 days, if required by 46 CFR 4.05. The CG-2692 should be submitted to the Officer in Charge, Marine Inspection at the port in which the casualty occurred or the nearest port of first arrival. Contact your local Marine Safety Office for current forms and assistance in reporting.

4. The regulations (46 CFR 4.05-12) impose a requirement that the marine employer determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty. The regulations require that:

a. For each marine casualty required to be reported by 4.05-10, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty.

b. The marine employer shall include in the written report, Form CG-2692, submitted for the casualty, information that:

(1) Identifies those individuals for whom evidence of drug or alcohol use or evidence of intoxication, has been obtained; and

(2) Specifies the method used to obtain such evidence, such as personal observation of the individual or by chemical testing of the individual.

c. An entry shall be made in the official logbook, if carried, pertaining to those individuals for whom evidence of intoxication is obtained. The individual must be informed of this entry and the entry must be witnessed by a second person.

d. If an individual directly involved in a casualty refuses to submit to, or cooperate in, the administration of a timely chemical test when directed by a law enforcement officer or by the marine employer, this fact shall be noted in the official log book, if carried, and in the written report (Form CG-2692), and shall be admissible in any administrative proceeding.

5. Failure to make required reports may make the vessel operator liable for civil penalties, suspension and revocation proceedings against his license, or both.

B. Hazardous Condition Report.

1. The owner, master, agent, operator, or person in charge of a vessel on which there is a hazardous condition must immediately notify the nearest Coast Guard Marine Safety Office of the hazardous condition.

2. Hazardous condition means any condition that could adversely affect the safety of a vessel; bridge; structure or shore area; or the environmental quality of any port, harbor, or navigable water of the United States. This condition includes, but is not limited to, collision, allision, fire, explosion, grounding, leakage, damage, injury or illness of a person on board, or a manning shortage.

3. Notice may be given by radio, telephone, telegram, etc., and should include vessel name, location and destination, owner or operator, and nature of the hazardous condition. Reports given by radio to the Coast Guard Group radio facilities listed on page 11 will be passed to the appropriate Marine Safety Office. If the hazardous condition also qualifies as a reportable marine casualty, one report will satisfy both reporting requirements if made without delay.

4. Failure to give notice may make the vessel operator liable for civil penalties, suspension and revocation proceedings against his license or both.

5. See Chapter 2, Section F for report format.

CHAPTER 7. MARINE CASUALTY AND HAZARDOUS CONDITION REPORTS (Cont)

C. Drug and Alcohol Testing of Maritime Personnel.

1. Drug and alcohol testing requirements for maritime industry personnel are contained in 46 CFR Part 16. They apply to all crewmembers, as defined in the regulation, serving aboard vessels. There are five types of chemical testing required: Periodic, pre-employment, random, post casualty, and reasonable cause. All chemical tests are conducted to check for evidence of drug use. Post casualty testing also tests for evidence of alcohol use.

2. A post casualty test is required of all persons directly involved in a "serious marine incident" (e.g., death, reportable injury, damage exceeding $100,000, loss of inspected vessel or towboat over 100 gross tons, discharge of 10,000 gallons or more of oil, or a reportable discharge of hazardous substance as defined in 46 CFR 4.03).

3. The regulations also contain requirements for record keeping, the drugs tested for, actions to be taken if tests are positive, and the establishment of medical review officers. Specifics on the methodology of testing specimens are contained in 49 CFR 40.

4. If you have any questions concerning Drug and Alcohol Testing, contact the nearest Marine Safety Office.

CHAPTER 8. RECREATIONAL BOATING SAFETY

A. Alcohol Abuse and Recreational Boating.

1. The United States Coast Guard and many state governments are conducting an aggressive campaign to combat the problem of the operation of recreational boats while under the influence of alcohol or dangerous drugs. Excessive consumption of alcoholic beverages is a major factor in the large number of fatal boating accidents that occur each year.

2. The approach taken by the Coast Guard and the states has been and will continue to be three-fold: adoption of stiff legal sanctions along the lines of intoxicated automobile operation; stepped-up on-water law enforcement efforts, and improved boater education programs to warn of the dangers of mixing boating with excessive alcohol consumption.

3. Title 33 Code of Federal Regulations, 95.020(a), states that an individual operating a recreational vessel is intoxicated when the operator has an alcohol concentration of .08 percent by weight or more in their blood.

4. This information is provided for the benefit of recreational boaters, fisherman and other users of the lakes and rivers in the area of the Eighth Coast Guard District. Adherence to the standards of safe boating should ensure many accident-free days on the water. FOR BOATING SAFETY INFORMATION CALL: 504-589-6770.

B. Non-Emergency Assistance.

1. Eighth Coast Guard District Groups maintain lists of commercial operators desiring to provide assistance of a non-emergency nature to pleasure craft. Any operator wishing to be listed as a resource for such assistance should make a written request to the Coast Guard Group Commander in their area of operations. Addresses for all groups, and other areas of responsibility, are listed on pages 1 thru 3 of this publication. The request must contain the following information:

a. Type of assistance available.

b. Size of vessel the operator is capable of assisting, or desires to assist.

c. VHF-FM radio capabilities.

d. Type and size of resources available.

e. Hours of operation.

f. Phone number (after hours phone number if available).

g. Response area/area of operations.

2. Operators submitting such a written request will be placed on the list of commercial resources available for non-emergency assistance maintained by each Group Commander. Operators on the list will be called on a rotating basis for incidents occurring in their response area.

CHAPTER 8. RECREATIONAL BOATING SAFETY (Cont)

C. Law Enforcement.

1. Coast Guard vessels are identified by distinctive blue and red stripes on the bow, the words "Coast Guard" on the side, the Coast Guard ensign (flag), and are operated by a uniformed crew. Coast Guard law enforcement people occasionally use other vessels, displaying the Coast Guard ensign, when engaged in law enforcement activity.

2. A vessel underway, upon being hailed by a Coast Guard vessel, is required to stop immediately and lay to, or maneuver in a way to permit a boarding officer to board. Failure to stop may subject the operator to be arrested for violation of 18 USC 111.

3. A civil penalty of up to $5,000 for each violation may be imposed by the Coast Guard for failure to comply with equipment, numbering and reporting requirements, or failure to observe rules of the road. Some requirements are summarized here. Contact the Coast Guard for requirements applicable to your boat.

4. Negligent and grossly negligent operation of a vessel which endangers life, limb, or property is prohibited by law. A civil penalty may be imposed by the Coast Guard for negligent operation, or the operator may be subject to a fine up to $5,000, or imprisonment of no more than one year, or both, for the criminal offense of grossly negligent operation.

5. A Coast Guard Boarding Officer who observes an unsafe condition and determines an especially hazardous condition exists, may direct an operator to make immediate steps to correct the condition, including returning to the nearest safe mooring.

6. An operator who refuses to comply with the order to stop unsafe use of a boat can be cited for failure to comply with directions of a Coast Guard Boarding Officer, as well as for specified statutory or regulatory violations or provisions which were the basis for the termination order.

D. The Coast Guard Auxiliary.

1. The Coast Guard Auxiliary is a volunteer organization used to supplement Coast Guard units or to provide services to the boating public. Auxiliarists may be assigned to missions that have law enforcement connotations, such as vessel traffic control during a regatta. However, Auxiliarists are not vested with any law enforcement authority.

2. Auxiliary Vessel Safety Checks - The Coast Guard Auxiliary conducts vessel safety checks to determine if a vessel meets federal and state requirements. Contact a member of the Coast Guard Auxiliary for a free vessel safety check. A decal is awarded to vessels that meet all requirements. If a boat does not have the proper equipment, no report is made to any law enforcement authority. The Auxiliarist advises the boater of the deficiencies so they can be corrected. You may contact an Auxiliary Vessel Examiner through your local Auxiliary Flotilla, or by contacting one of the Regional Director of Auxiliary Offices listed below:

Director of Auxiliary
Eastern Region
Room 415
Martin Luther King Jr. Blvd.
Louisville, KY 40202-2230
(502) 625-7543

Director of Auxiliary
Coastal Region
501 Magazine St.
New Orleans, LA
(504) 589-2972

Director of Auxiliary
Western Region
1222 Spruce Street
St. Louis, MO 63103-2832
(314) 539-3900 ext. 212

3. The Coast Guard Auxiliary also offers public courses in boating safety and seamanship. They are taught by experienced Auxiliary members and the only charge is for course materials. These courses are usually given in the fall and winter. For more information, contact (Boat/US at 1-800-336-BOAT), your local Auxiliary Flotilla, or the Regional Director of Auxiliary Offices listed in paragraph D - 2 above.

4. The courses available are:

a. "Boating Skills and Seamanship", (6 lessons plus 7 elective modules), This is the most complete Auxiliary course, covering marlinspike, seamanship, rules of the road, aids to navigation, piloting, safe motorboat operation, and boating law.

b. "Sailing & Seamanship", (6 lessons plus 6 elective modules), Up-to-date course for safely handling sailboats in all conditions.

c. "Advanced Coastal Navigation", (12 lesson course), Hands on chart work with low instructor/student ratio provides the latest techniques in coastal navigation.

E. Coast Guard Approved Equipment.

1. Life Jackets are classified by "type". The amount and type required in a recreational boat depends on its length:

a. All recreational boats less than 16 feet in length, and all canoes and kayaks, must have one serviceable Coast Guard approved type I, II, III, IV, or V device of a suitable size aboard for each person.

b. All recreational boats 16 feet in length and over must have one serviceable Coast Guard approved type I, II, III, or V device of suitable size aboard for each person and, in addition, one throwable type IV device.

c. The type I, II, and III devices must be readily accessible to all persons on board. Since the type IV device is designed for throwing to a person in the water and not for wearing, it must be immediately available for use. If a type V or inflatable Life Jacket is to be counted toward minimum carriage requirement, it must be worn.

d. Effective 12/23/2002, the Coast Guard is requiring all children under 13 years of age wear Coast Guard approved life jackets, while on board recreational vessels underway, except when the child is below decks or in an enclosed cabin. This rule affects only those States that have not established requirements, by statute or rule, for children to wear life jackets. For the remaining States, the rule recognizes and adopts the existing state regulation, even if less stringent.

2. Fire extinguishers - must be carried in all motorboats with inboard engines having one or more:

a. Closed compartments under thwarts and seats wherein portable fuel tanks may be stored, or

b. Double bottoms not sealed to the hull or which are not completely filled with flotation materials, or

c. Closed living spaces, or

d. Closed storage compartments in which combustible or flammable materials are stored, or

e. Permanently installed fuel tanks.

3. Flame arresters (backfire flame controls) - Gasoline engines installed after April 25, 1940, except outboard motors, must be equipped with an acceptable means of backfire flame control. The device must be suitably attached to the air intake with a flametight connection and is required to be Coast Guard approved or comply with SAEJ-1928 or UL1111 standards and marked accordingly.

F. Minimum Required Equipment by Length of Boat.

1. Less than 16 feet in length:

a. Backfire flame arrester -- one approved device installed on each carburetor of all gasoline engines installed after April 25, 1940, except outboard motors.

b. Equipment for Sound Signals -- some means of making an efficient sound signal.

c. Life Jackets

d. Fire extinguisher (portable) -- when no fixed fire extinguishing system is installed in machinery spaces:

(1) At least one B-I type approved hand portable fire extinguisher (Not required on outboard motorboats less than 26 feet in length if the construction of such motorboat will not permit entrapment of explosive or flammable gases or vapors).

(2) When a fixed system is installed in machinery spaces, one less B-I type extinguisher is required.

2. 16 feet to less than 26 feet in length:

a. Backfire flame arrester -- same as section one.

b. Bell, whistle -- no bell required. One hand, mouth, or power operated whistle or horn, audible at least one-half mile.

c. Life Jackets

d. Fire extinguisher (portable) -- same as section one.

3. 26 feet to less than 40 feet in length:

a. Backfire flame arrester -- same as section one.

b. Equipment for Sound Signals -- one of the following: either a bell, a whistle, or some other means of making an efficient sound signal.

c. Life Jackets

d. Fire extinguisher (portable) -- at least two B-I type approved fire extinguishers; or at least one B-II type approved portable fire extinguisher. When an approved fixed system is installed, only one B-I type is required in addition to the fixed system.

4. 40 feet to not more than 65 feet in length:

a. Backfire flame arrester -- same as section one.

b. Bell – vessel over 12M(39' 4"); 200mm(7.9" with clapper)

c. Whistle – vessel under 12M; efficient means of making a sound signal. Vessel over 12M(39' 4") one, audible at least one-half nautical mile

d. Life Jackets

e. Fire extinguisher (portable) -- at least three B-I type approved portable fire extinguishers; or at least one B-I type plus one B-II type approved portable fire extinguisher. When an approved fixed system is installed, one B-II type or two B-I type are required in addition to the fixed system.

5. Fire extinguishing equipment requirements for motor vessels greater than 65 feet in length are in Title 46, Code of Federal Regulations, Part 25.

6. Commandant Instruction M16672.2B, Navigation Rules International-Inland, Annex V, ss88.05, states that after January 1, 1983, the operator of each self-propelled vessel of 12 meters or more in length must carry on board and maintain for ready reference a copy of the Inland Navigation Rules.

G. Title 33 Code of Federal Regulations - Ventilation.

No person may operate a boat built after July 31, 1980, that has a gasoline engine for electrical generation, mechanical, power, or propulsion unless it is equipped with an operable ventilation system that meets the requirements of Title 33 Code of Federal Regulations.

1. Applicability. This subpart applies to all boats that:

a. Have gasoline engines for electrical generation, mechanical power, or propulsion; and

b. Are built after July 31, 1980.

2. Definitions. As used in this subpart --

a. "Fuel" means gasoline.

b. "Open to the atmosphere" means a compartment that has at least 15 square inches of open area directly exposed to the atmosphere for each cubic foot of net compartment volume.

3. Powered Ventilation System.

a. Each compartment in a boat that has a permanently installed gasoline engine with a cranking motor must --

(1) Be open to the atmosphere, or

(2) Be ventilated by an exhaust blower system.

b. Each exhaust blower or combination of blowers must be rated at an air flow capacity not less than that computed by the formulas given in Title 33 Code of Federal Regulations.

c. Each exhaust blower system required by Title 33 Code of Federal Regulations must exhaust the air from the boat at a rate which meets requirements of Table 183.610, when the engine is not operating.

d. Each intake duct for an exhaust blower must be in the lower one-third of the compartment and above the normal level of accumulated bilge water.

e. More than one exhaust blower may be used in combination to meet the air movement requirements.

f. Each boat that is required to have an exhaust blower must have a label that:

(1) Is located as close as practical to each ignition switch,

(2) Is in plain view of the operator, and

(3) Has at least the following information:

"WARNING -- GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE OPERATE BLOWER FOR 4 MINUTES AND CHECK ENGINE COMPARTMENT BILGE FOR GASOLINE VAPORS."

4. Natural Ventilation System.

a. Except for compartments open to the atmosphere, a natural ventilation system which meets the requirements of Title 33 Code of Federal Regulations must be provided for each compartment in a boat that --

(1) Contains a permanently installed gasoline engine.

(2) Has openings between it and a compartment that requires ventilation, where the aggregate area of those openings exceeds 2 percent of the area between the compartments.

(3) Contains a permanently installed fuel tank and an electrical component that is not ignition protected in accordance with Title 33 CFR.

(4) Contains a fuel tank that vents into that compartment, or

(5) Contains a non-metallic fuel tank with an aggregate permeability rate of more than 1.2 grams of fuel loss in 24 hours.

b. Each natural ventilation system must be constructed so that --

(1) Each supply opening required in Title 33 CFR is forward facing and located on the exterior surface of a boat, or

(2) Air will flow into or out of the supply or exhaust openings required in Title 33 CFR when the boat is in a wind flowing from bow to stern at a velocity of 10 miles per hour when the engine is not operating.

b. An accommodation compartment above a compartment requiring ventilation that is separated from the compartment requiring ventilation by a deck or other structure is excepted.

5. Standards for Natural Ventilation.

a. For the purpose of Title 33 Code of Federal Regulations, "Natural ventilation" means an airflow in a compartment in a boat achieved by having a --

(1) Supply opening or duct from the atmosphere or from a ventilated compartment or from a compartment that is open to the atmosphere, and

(2) An exhaust opening into another ventilated compartment or an exhaust duct to the atmosphere.

b. Each exhaust opening or exhaust duct must originate in the lower third of the compartment.

c. Each supply opening or supply duct and each exhaust opening or exhaust duct in a compartment must be above the normal accumulation of bilge water.

d. Except as provided in paragraph 5. of this section, supply openings or supply ducts and exhaust openings or exhaust ducts must each have a minimum aggregate internal cross-sectional area calculated as follows: $A = In(V/5)$; Where:

(1) "A" is the minimum aggregate internal cross-sectional area of openings or ducts in square inches;

(2) "V" is the net compartment volume in cubic feet, including the net volume of other compartments connected by openings that exceed 2% of the area between the compartments.

e. The minimum internal cross-sectional area of each supply opening or duct and exhaust opening or duct must exceed 3.0 square inches. 6. Ventilation of Boats (MOTOR BOAT ACT OF 1940) TANK AND ENGINE SPACES

a. All motorboats and motor vessels, except open boats and as provided in paragraphs (d) and (e) above, the construction or decking over of which is commenced after April 25, 1940, and which use fuel (flashpoint of 110 degrees F or less), must have at least two ventilator ducts, fitted with cowls or equivalent, for the efficient removal of explosive or flammable gases from every bilge, engine and fuel tank compartment. There must be at least one exhaust duct installed so as to extend from the open atmosphere to the lower portion of the bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor intake. The cowls shall be located and trimmed for maximum effectiveness and in such a manner that prevents displaced fumes from being recirculated.

b. Boats as defined in the Federal Boat Safety Act of 1971 built after July 31, 1980, or which are in compliance with Title 33 CFR are excepted from these requirements.

c. Boats, as defined in the Federal Boat Safety Act of 1971, built after July 31, 1978, are excepted from the requirements for fuel tank compartments that --

(1) Contain a permanently installed fuel tank if each electrical component is ignition protected in accordance with Title 33 CFR, and

(2) Contain fuel tanks that vent to the outside of the boat.

H. Numbering Requirements.

1. Certificate of Number – Undocumented motor driven vessels are to be numbered (registered) by the state in which the vessel is principally used (In a few states, the Coast Guard issued number). The number issued to a vessel is shown on the certificate of number. The original Certificate of Number must be on board whenever the vessel is in use.

2. Display of Number and Validation Stickers - The vessel's number must be painted on, or permanently attached to each side of the forward half of the vessel (the bow), and no other number may be displayed there. Numbers are to read left to right, be in plain vertical block letters, be of a color contrasting with the background, be distinctly visible and legible, and be not less than three inches high, have space or hyphens that are equal to the width of a letter other than "I" or a number other than "1" between the letter and number groupings (example: DC 5673 EF or DC-5678-EF).

3. Notification of Changes Required - When a vessel is lost, destroyed, or transferred, the person whose name appears as owner on the certificate of number must, within 15 days, notify the authority that issued the number. If the Certificate of Number is lost or destroyed, or the owner changes address, he must notify the issuing authority within 15 days. A person whose name appears as owner of a vessel on a Certificate of Number must surrender his certificate in the manner prescribed by the issuing authority within 15 days after it becomes invalid for any reason.

I. Pollution Placards.

1. The Coast Guard has issued a final rule which revises the placard language required to be posted on ships 26 feet in length or greater stating oil discharge prohibition and the penalty for violation of that prohibition. However, vessel owners and operators will continue to be allowed to use placards meeting existing Coast Guard requirements for the lifetime of the card.

2. Placards must be at least 5 by 8 inches, made of durable material, and fixed in a conspicuous place in each machinery space or at the bilge and ballast pump control station, stating the following:

DISCHARGE OF OIL PROHIBITED

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLEWATERS OF THE UNITED STATES, OR THE WATERS OF THE CONTIGUOUS ZONE, OR WHICH MAY AFFECT NATURAL RESOURCES BELONGING TO,APPERTAINING TO, OR UNDER THE EXCLUSIVE MANAGEMENT AUTHORITY OF THE UNITED STATES, IF SUCH DISCHARGE CAUSES FILM OR DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO SUBSTANTIAL CIVIL PENALTIES AND/OR CRIMINAL SANCTIONS INCLUDING FINES AND IMPRISONMENT.

J. Notices to Sponsors of Marine Events.

1. An individual or organization planning to hold a regatta or marine parade on the navigable waters of the Eighth Coast Guard District which by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life or property or interfere with the normal flow of commercial or recreational traffic, must submit an application to the Marine Safety Office (MSO) responsible for the area the event will be in. Page 2 lists MSO's and their addresses. In granting a permit, the MSO may prescribe regulations for the event. In addition, sponsors of marine events must submit applications to their state and local governments as required by law.

2. When events are held regularly in a single area, the Marine Safety Office may grant a permit for a series of events over a fixed period, not to exceed one year. This permit is subject to conditions which may change if circumstances warrant.

3. Applications are available from the MSO. Federal law requires permits to be submitted no later than 30 days before the start of an event. To assure timely return, applications should be filed 45 to 60 days in advance. An event for which application is required must be held only after approval by the MSO. This past July, new environmental rules, applicable to regattas and marine events, were published in the Federal Register. The majority of events held in the Eighth Coast Guard District will not be affected by these new rules. However, a significant number of events will require additional coordination with other state and federal agencies which may require up to 90 days to process permit applications. Should you need further information in regard to the new environmental rules, please contact the appropriate MSO.

4. Events held on waters other than those discussed above require permits approved by cognizant state boating officials pursuant to agreements between those states and the Coast Guard.

5. Any boater interested in obtaining the special regulations or notice to mariners issued regarding a marine event may contact the Eighth Coast Guard District Legal Office, 500 Poydras St., New Orleans, LA 70130-3396.

6. Any structures which may be necessary (i.e., temporary docks or mooring devices) may require authorization from the Corps of Engineers.

K. Safe Boating is no Accident.

1. It is a federal offense to operate any motorboat or any vessel in a negligent manner so as to endanger life, limb or property of any person. Fines may include $5,000 for each violation and/or imprisonment of one year.

2. Negligent acts include, but are not limited to:

a. Using excessive speed during periods of reduced visibility.

b. Excessive speed near other vessels, or in narrow winding channels.

c. Operating while under the influence of alcohol or dangerous drugs.

d. Towing water skiers too close to other boats or obstructions.

L. Boating Accident Reports.

1. When a person dies, or disappears from a vessel, as a result of an occurrence involving a vessel or its equipment, the operator must, without delay, by the quickest means possible, notify the nearest state boating authority or Coast Guard unit of the following:

a. Date, time and exact location of the occurrence.

b. Name of each person who died or disappeared.

c. Number and name of vessel.

d. Name and address of vessel owner and operator.

e. Note: If the operator cannot give this notice, each person on board must notify that authority, or determine that such notice has been given.

2. The operator of a vessel must submit a proper state form within 24 hours of a boating accident (Coast Guard report form CG-3865 may also be used) in which a person dies and within 48 hours of a boating accident which:

a. A person is injured and requires medical treatment beyond first aid.

b. A person disappears from the vessel under circumstances that indicate death or injury.

3. Accidents must be reported within 10 days if damage to the vessel and other property totals more than $2000, or there is a complete loss of vessel and an earlier report is not required as indicated above.

4. For assistance in filing reports call the appropriate state authority.

M. Make a Float Plan.

1. If trouble occurs while you're cruising on your boat, help will come faster if the Coast Guard or other rescue agency knows where to look. The Coast Guard encourages boaters to leave Float Plans with friends or relatives to whom they can report their safe arrival. Should friends or relatives fail to receive information of your safe arrival when due, or within a reasonable time thereafter, they should notify the nearest Coast Guard unit or Marine Safety activity and provide the information in the Float Plan. A sample Float Plan is shown in enclosure 1. For your safety, and your family's peace of mind, complete this form, leave it with a responsible person upon whom you can depend to notify authorities if you're overdue. Float Plans should never be sent to the Coast Guard.

N. Marine Sanitation Devices.

1. In 1976, the Environmental Protection Agency issued final standards of performance for marine sanitation devices. The Coast Guard has established regulations which implement these standards. The following information is presented to advise owners of boats of their responsibilities and options in complying with these requirements.

"WAIVER OF CERTAIN REQUIREMENTS FOR VESSELS OF 65 FEET IN LENGTH OR LESS"

2. Vessels on which construction was started on or after January 30, 1975 (new vessels), must have a certified marine sanitation device (MSD). This requirement is not affected by the waiver.

3. The regulations would have required vessels manufactured after January 30, 1980, to have a type II or III MSD. New vessels manufactured prior to this date would have been permitted to use a type I MSD only if the MSD was installed before January 31, 1980. The Commandant is waiving these requirements.

4. Vessels on which construction was started prior to January 30, 1975 (existing vessels), must have a certified MSD by January 31, 1980. This requirement is not affected by this waiver.

5. For existing vessels, present regulations would have required installation of either a type II or III MSD to meet the January 31, 1980, deadline. A type I MSD would have been accepted on an existing vessel only if it had been installed before January 31, 1978 (extended by a previous Coast Guard waiver, November 28, 1977, 42 FR 60619). The Commandant waives these requirements.

6. The MSD requirements for vessels of 65 feet in length or less with installed toilet facilities which remain in effect under the waiver are as follows:

a. All vessels of 65 feet in length or less with installed toilet facilities must install a certified type I, II, or III MSD. This requirement is effective now for new vessels. This requirement is effective on January 31, 1980, for existing vessels [vessel length is determined by 46 CFR 24.10-17(b)].

b. The Commandant is waiving the applicability of 33 CFR 159.5(b) and 159.7(b) to new vessels of 65 feet in length or less. The Commandant is also waiving the applicability of the dates in 159.5(c)(2) and 159.7(c)(2) to existing vessels. Finally, the applicability of 40 CFR 140.3(d) to vessels 65 feet in length or less is also waived.

7. The waiver is as follows: This waiver applies only to vessels 65 feet in length or less, that have installed toilet facilities. [Vessel length is determined by 46 CFR 24.10-17(b)]. Type I MSDs may be installed in new or existing vessels. New or replacement MSD installations after January 30, 1980, may be type I, II, or III.

8. The EPA standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage.

9. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnected waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).